the WING FOOT CLAN

Goodyear Atomic Corporation — *A Subsidiary of* The Goodyear Tire & Rubber Company

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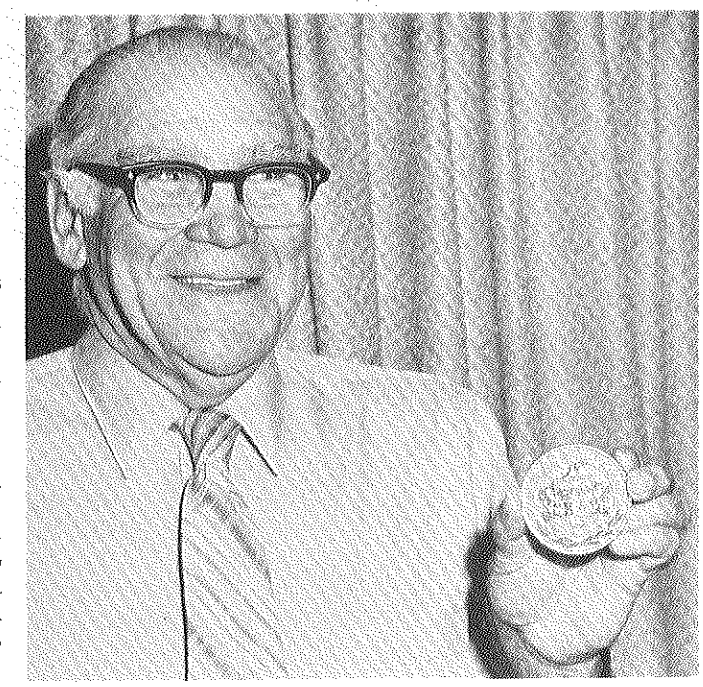


Manning earns Spirit Award

Roy E. Manning is the recipient of the 1980 Goodyear Atomic Corporation Local Spirit Award. He now competes for the Goodyear Research and Development Divisional Spirit Award; 14 divisional winners will compete for the E. J. Thomas Worldwide Spirit Award.

Roy Manning is recipient of 1980 GAT Spirit Award

Roy E. Manning has been named the recipient of the 1980 Goodyear Atomic Corporation Local Spirit Award. Manning is a staff engineer in the Safety Analysis department (D-924).

The Goodyear Spirit Award Program is designed to recognize the outstanding efforts and accomplishments of deserving employees in the worldwide organization. It operates on a three-step basis — local, divisional and worldwide — with recognition at each level.

Roy now will compete with five others for the 1980 Goodyear Research & Development Divisional Spirit Award. Divisional winners then compete for the E. J. Thomas Worldwide Spirit Award.

Manning received a cash award of $150 and a bronze medallion in a ceremony October 28.

Roy joined Goodyear Atomic in October 1953 as a process operator-in-training. He has a degree in geology from Marshall University, and resides with his wife, Ada, near Beaver.

Roy's nomination, submitted by Richard E. Blake (D-503) and William E. Landrum (D-841), noted that he "has always been a very conscientious and dedicated worker who takes extreme pride in a meaningful accomplishment. His work and attitude demonstrated that he has continuing pride in the 'Goodyear' name."

"In addition to being a faithful and talented employee, Roy's civic contributions promote the 'Goodyear image' throughout the community." Roy is active in Scouting, 4-H, the Pike County Youth Rehabilitation Program, fund-raising activities for multiple sclerosis, VFW, Beaver Lions Club, the Beaver Emmanual United Methodist Church and other civic functions.

Annual criticality exercise is important plant drill

Tests and exercises are conducted periodically at the Portsmouth plant, simulating conditions for identified potential emergencies.

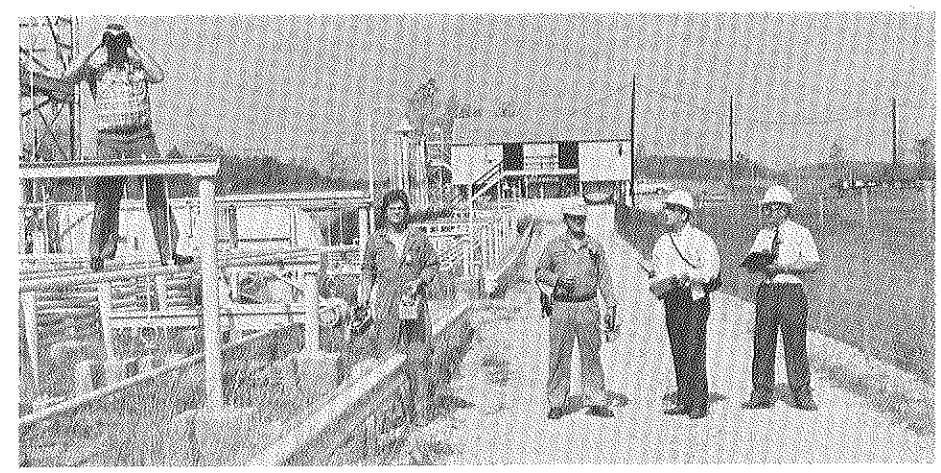
One of the most important is the annual nuclear criticality drill. W. L. Kouns, superintendent, Shift Operations, notes that this exercise is one which involves the most effort and numbers of plant personnel.

At 1:00 p.m. on Thursday, October 16, a drill was under way. By its end at about 2:30 p.m., plant personnel had realized an opportunity to practice and review many aspects of preparedness and handling procedures which would be required in the event of an actual emergency.

The drill was unique in that it involved special security considerations due to the nature of the scenario. The Police Department was required to fully participate in aspects of special safeguard operations.

A critique session the following day was designed to evaluate the drill and identify those areas in which changes could be made for overall improvement of the emergency planning effort.

Aspects of the criticality drill include notification and activation procedures, evacuation and assembly, activation of emergency control and emergency operating centers, damage assessment, medical support, facility and equipment shutdown, communications, personnel and environmental monitoring, actual use of emergency equipment, rescue and reentry, hazards evaluation and public information.



One of three survey teams established safe approaches to the point of involvement during the October 16 drill. Additional photos are on Pp. 3-7.

The field response organization during a plant-site emergency begins with the establishment of a command post. This was part of the plant nuclear criticality drill on October 16.

Hearth Heater made available for heating season

A practical energy conserving fireplace heat recovery system is available to Goodyear Atomic Corporation employees at distributor cost.

Duo-Therm, a division of Motor Wheel Corporation, has made its "Hearth Heater" system and accessories available to Goodyear and subsidiary employees. Motor Wheel is a subsidiary of The Goodyear Tire & Rubber Company.

The Hearth Heater system can be installed in masonry fireplaces by the do-it-yourself handyman. It fits any masonry fireplace with horizontal openings from 28 to 46 inches. Four models are available for different size fireplaces.

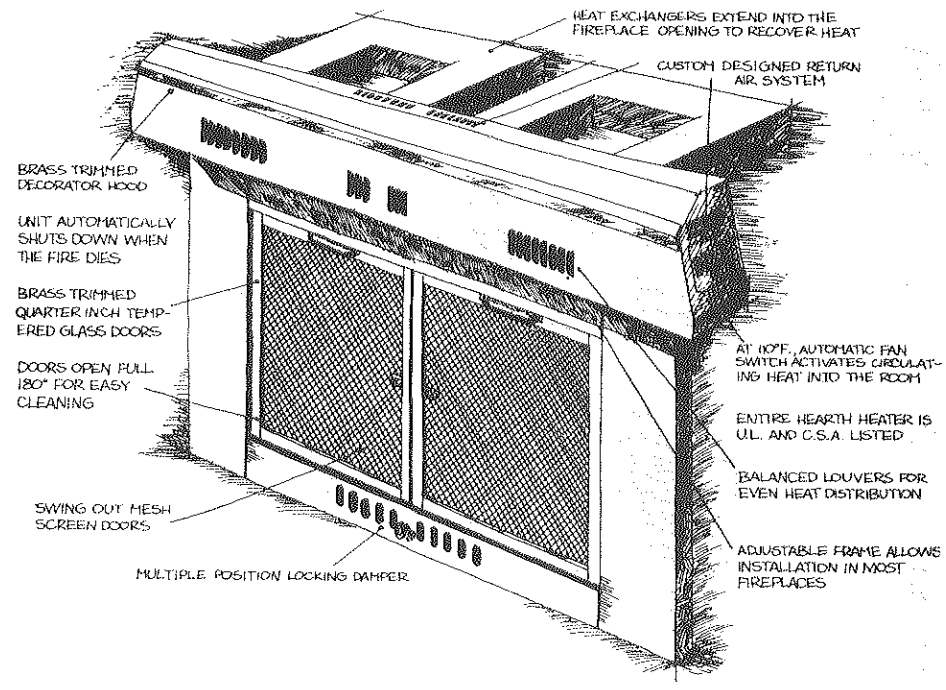
Heat that is normally lost up the chimney is recovered by the Hearth Heater's two heat chambers that project into the fireplace opening. Once the temperature reaches 110 degrees, the automatic fan activates the blower system and gently circulates warm air. Once the fire dies down, the Hearth Heater will automatically shut off. The user also has the option of manually operating the fan.

The unit operates on less wattage than that needed to light a 60-watt bulb. The black decorator hood and glass louver doors are trimmed in brass and make an attractive addition to any fireplace.

The suggested retail price of the Hearth Heater is $285 — it is available to Goodyear employees for $128.25. The glass door assembly has a retail price of $160; Goodyear employees pay $72. Purchasers must add $25 freight per system. Goodyear Atomic employees in Tennessee (only) must pay that state's sales tax. No cash discount is applicable on C.I.A. or C.O.D. employee sales.

Prices will increase effective January 1, 1981.

Price lists and order forms are available from Public Communications, X-100 Building.



Goodyear reports higher earnings

Reflecting continued growth in its foreign markets, The Goodyear Tire & Rubber Company October 23 reported record sales and income for the third quarter of 1980. Sales for the first nine months of the year also establish a new high, while earnings showed a marked increase over the depressed results of the corresponding period in 1979.

Third quarter sales were $2,135,745,000 and January-September sales amounted to $6,230,498,000 compared with 1979 records of $2,021,863,000 and $6,163,855,000, respectively.

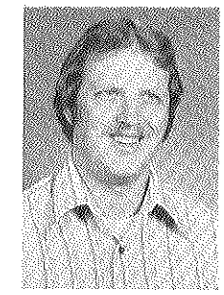
Third quarter earnings were $58 million, or 2.7 percent per dollar of sales — in sharp contrast to a $4.4 million loss in the third period of last year, which included provisions for plant closures.

The Company's performance continued to benefit from its geographical diversification, as foreign operations achieved record sales and earnings for both the third quarter and nine-month periods.

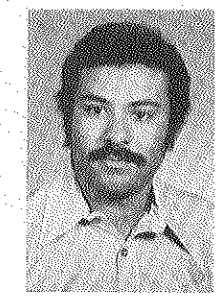
Pilliod said that while Goodyear's foreign results were most gratifying, sales and earnings performance from tires, other automotive-related and chemical products in the United States were disappointing. Some improvement in both the replacement tire market and deliveries to auto manufacturers was noted in the latest quarter, however, and it is expected that this trend will continue.

Pilliod said that in addition to reinforcing its research and development effort, Goodyear has streamlined and realigned its production capabilities to utilize the most cost-competitive plants to fill market needs in the U. S. and abroad.

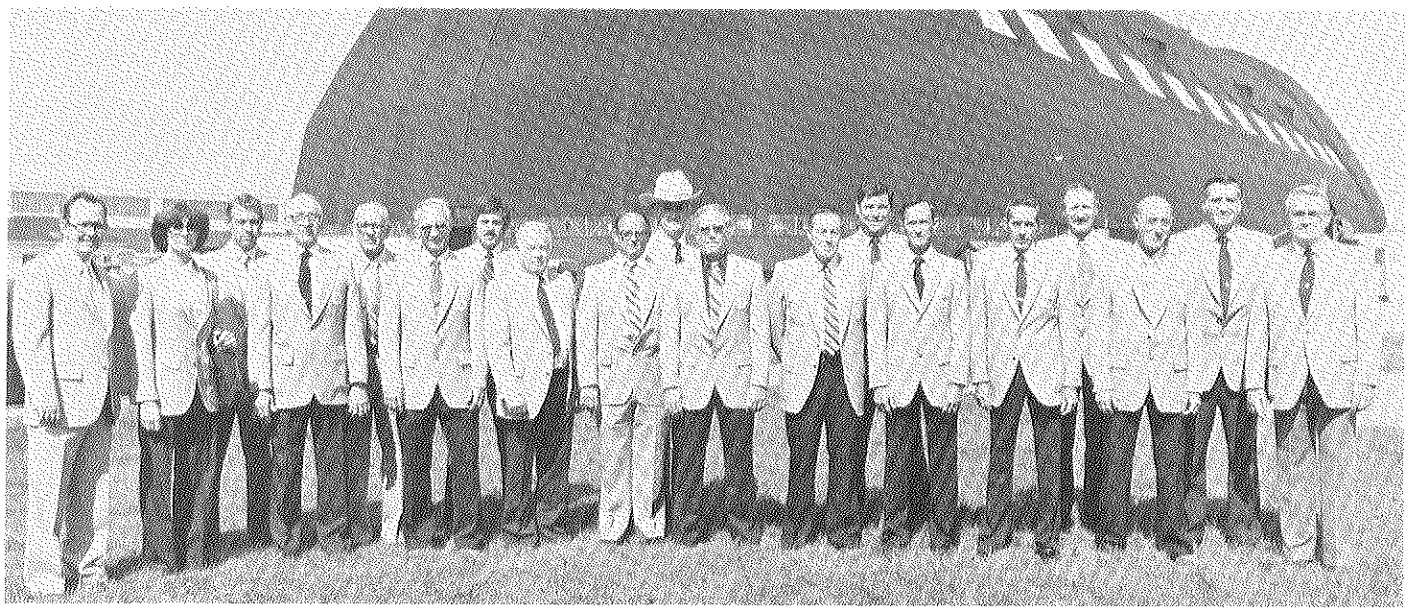
Rafferty



Wiley



Jackson



1980-81 Top Ten Club

The 1980-81 Goodyear Atomic Top Ten Club was selected this fall. Members and their spouses traveled to Akron Sept. 28-30 for tours of Goodyear Hall, the corporate model room, the World of Rubber exhibit center, the Goodyear gift center, Goodyear Aerospace, the Stow mold plant and the Pro Football Hall of Fame in Canton. There are 23 members in the 1980-81 group. Photographed at the Goodyear Airdock were Bill Poor, club advisor (D-701); Donna Yinger, secretary (D-424); Bob Boggs (D-814); Wayne Stutzman (D-711); Wilbur Smith, treasurer (D-424); Vancil Reed (D-731); Reed Walters, president (D-829); Leo Woods (D-732); Richard Adams (D-811); William Greer (D-731); Marvin Adkins (D-814); Jerrold Crandall (D-733); Ralph Arnett (D-851); John Leeth (D-814); Calvin Carter (D-424); George Hay (D-725); Donald Roberts (D-829); Clarence Canter (D-122); and Robert Horner (D-722). Absent from the photo are Norman Roberts (D-724); Walter Gordon (D-728); John Delabar, vice president (D-852); Elbert Davis (D-714); and William Byers (D-123). Walters, Delabar, Smith, Canter, Horner and Reed are repeaters from the first Top Ten Club chartered at GAT in 1978.

PROMOTIONS

Michael J. Rafferty has been appointed Administrative Section Head — Methods and Long Range Planning. He reports to Roger R. Miller, administrative supervisor, Planning and Methods (D-006).

James E. Wiley and Jerry C. Jackson, uranium material handlers, have been promoted to Foremen, Uranium Materials Handling (D-829). They report to David L. Knittel, general foreman.

GT&R dividend reported

Goodyear's board of directors has declared a regular quarterly dividend of 32.5 cents per share payable Dec. 15 to shareholders of record Nov. 17. The dividend payment represents an annual rate of $1.30 a share.

AMC auto rebate plan effective for 1981 models

Employees of Goodyear and its subsidiaries, including Canada, have a chance to receive a rebate on the purchase of a new 1981 AMC, Jeep or eligible Renault vehicle.

The rebate plan is similar to the one announced last year by AMC for 1980 model vehicles. Rebates range from a maximum of $350 to a minimum of $75. Here's how it works:

Work out your best deal with any AMC/Jeep/Renault dealer. This includes trade-in. Once your new car is delivered and licensed, send for a rebate application form from Goodyear's coordinator:

Robert S. Harper
The Goodyear Tire & Rubber Company
6500 Mt. Elliott Avenue
Detroit, MI 48211

Harper will send you a simple form on which you attach a copy of the title or registration. Include on the form next to your signature your department number and years of continuous service. Harper will forward the form to AMC from whom you will receive a rebate check.

The Rebates are as follows: Wagoneer, $350; Cherokee, $325; Jeep Truck, $275; Eagle, $250; CJ Jeep, $250; Concord, $225; Eagle (Kaamback, SX 4), $200; Renault 18i, $150; Spirit, $125; and Le Car, $75.

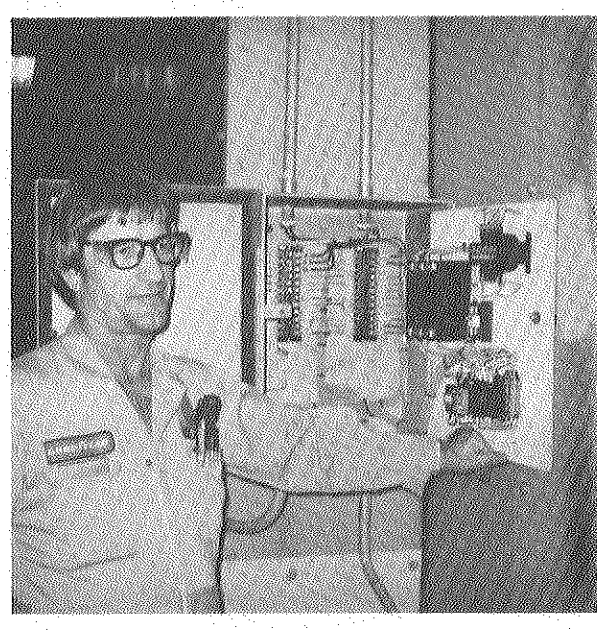
The AMC plan applies to all employees who have been employed at least six months. Excluded are temporary employees, part-time employees, co-op students, retirees and employees laid off more than six months.

Excluded from the rebate plan are all used cars, such as dealer owned demonstrators, company field cars, group lease cars, repurchased rent-a-cars, fleet units and dealer lease vehicles.

Goodyear is a major supplier to AMC which calls its rebate program a supplier invoice reduction plan. In its rebate program among suppliers for 1980 model vehicles the largest number of participants were Goodyear employees, AMC reported.

Badge monitoring

As always, personnel safety is the first concern in the event of a plant emergency. Industrial Hygiene & Health Physics personnel checked the badges of simulated emergency victims during the October 16 nuclear criticality drill on plantsite.



Quality Assurance evident in work of plant electricians

Quality Assurance is a craftman's signature. Eugene E. Wilburn, general foreman, Cascade Electrical Maintenance (D-733), notes that "Sam Bowman is one of the craftsmen we are proud to have on our workforce." Bowman is an electrician 1/C and works in the X-333 Building. He is shown (upper left) with some of his quality workmanship. Wilburn also commended the work of Betty Pertuset and Betty McMeans (lower left), also electricians 1/C in D-733.

Polymers aid medical profession

Man-made polymers, some of them products of rubber industry technology, could be major factors in the unfolding of future breakthroughs by the medical profession in improving human health, Goodyear Tire & Rubber Company scientists predict.

For years scientists at the world's largest tire and rubber company have created new polymers — complex chemical compounds whose molecular structures can be tailored for specific purposes — to make everything from high fashion clothing to tire cord and polyester soft drink bottles.

As these complex systems evolved, the company's Research Division assembled one of the world's leading polymer information storehouses.

Medical science may be among the principal beneficiaries of this store of information, says Donald V. Hillegass of Goodyear's Aid to Medical Research Program. He notes that in recent years several man-made polymers have sparked excitement among medical researchers.

"Polymer systems that can be adapted to structural and chemotherapeutic uses are among the most exciting," Hillegass said.

"In the future, polymers may be developed for medical scientists that will help create complete man-made replacement arms and legs — including simulated skin, bone and muscle and tendon systems. By combining polymers with microelectronics linked to the brain, medical science may some day produce artificial body parts that are virtually indistinguishable in function from natural limbs."

In chemotherapeutic applications, Hillegass said medical researchers are studying the linking of medication — insulin, for example — to polymer systems or encapsulating medication in a polymer housing to be implanted near the organ that requires treatment.

"Polymer systems are being engineered to release medication to organs at a specified rate, eliminating the need for injections and providing greater disease control. A system like this can be of great benefit to patients requiring long-term medication."

Polymer systems are starting to supplement the function of natural organs.

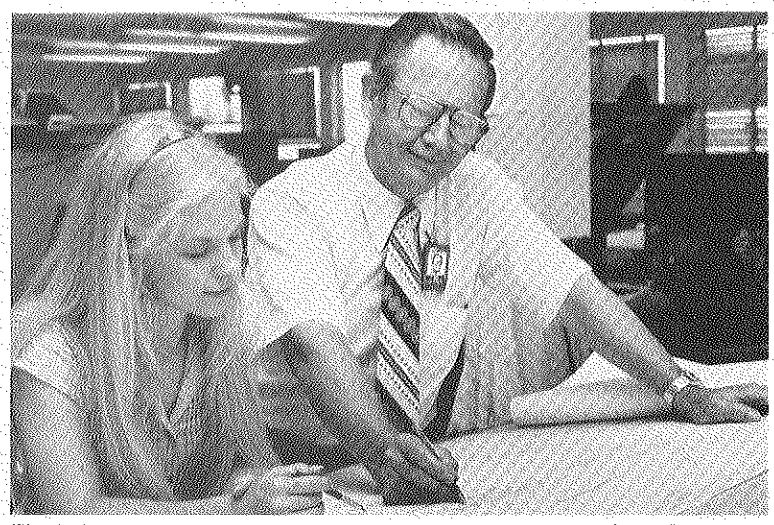
"For kidney patients," Hillegass said, "researchers are studying a polymer system that could be taken in tablet form to absorb the toxins normally processed by the kidneys. Both the polymer and the toxins would be eliminated as solid wastes."

Polymer science centers are developing at numerous medical schools and research facilities, and Hillegass believes that Goodyear's already accumulated experience in man-made polymers may be of great value to these institutions in such programs.

"As medicine swings open the door on these industrial polymers," he said, "we are helping by supplying materials, providing research background and offering our expertise."

Goodyear's Aid to Medical Research Program has been active in artificial heart development programs for more than 20 years and currently is assisting in the development of material for replacement of cardio-vascular tissue as well as the flexible portions of orthopedic prosthetics and other synthetic body parts.

ENGINEERING



The design engineer provides sketches and information to the drafter, who converts these thoughts and ideas graphically to design drawings which pictorially show the bidder/contractor what the engineer desires to be constructed. Rita Park, drafter, and Joe Wingo, senior engineer, discuss ideas for a design drawing.

Total effort from the engineering project team will produce a good engineering design that is built on schedule and within the total estimated project cost. Members of this project team are Danny Hixson, Mechanical Engineering support; Jay Gearon, lead engineer; Bonnie Rumble, project manager; and Dan Tackett, Process Systems Engineering support.

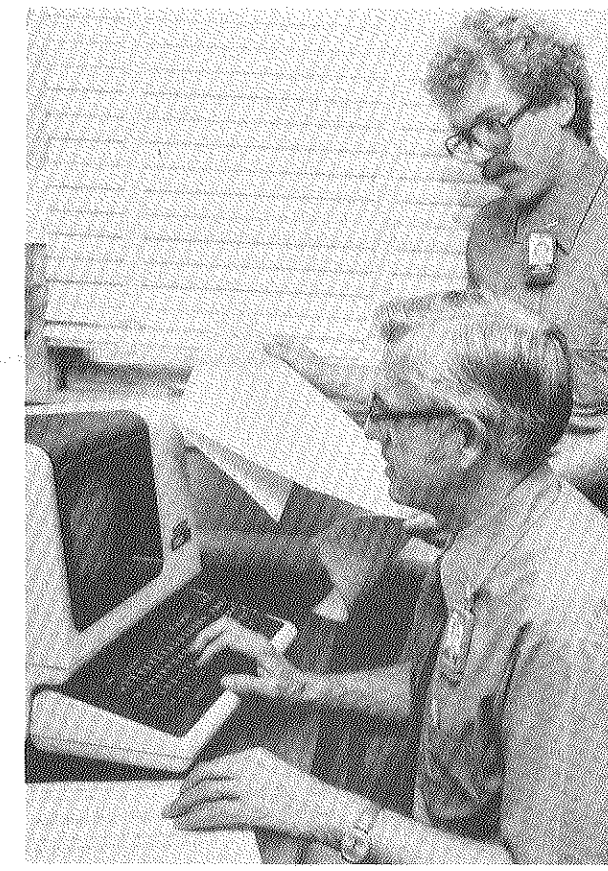
Wide range of design efforts involved in project planning

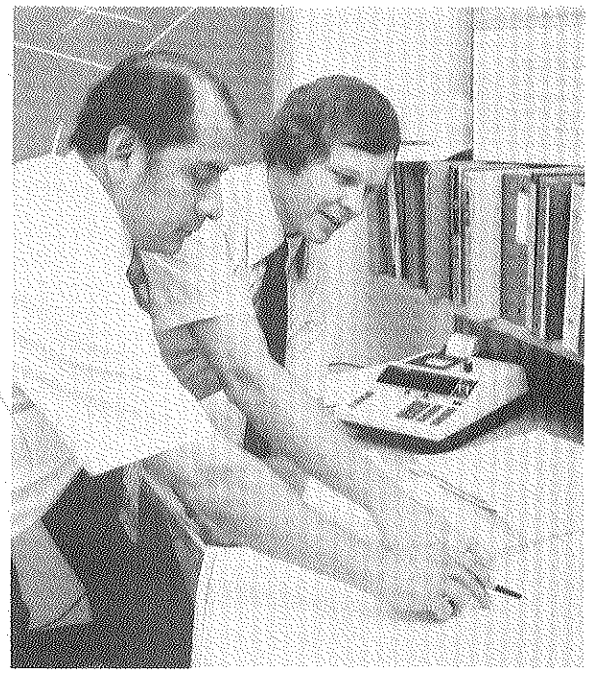
The Engineering division at Goodyear Atomic has responsibility for those activities normally found in any industry. Plant maintenance, construction and modification account for the work of the plant's engineering groups.

But at Goodyear Atomic, engineering assignments are rarely routine. Many are highly specialized due to the unique nature of the process and the fact that needed equipment and system components often aren't available commercially and must be designed and manufactured on plantsite.

Drawings are one half of the engineering design. Construction specifications must be prepared, utilizing a word processor/automatic typewriter, to compliment and supplement the drawings and enable the builder/contractor to thoroughly understand the engineering design. At left are Janet Sword, secretary/steno, and Adam Forshey, engineer/specifier.

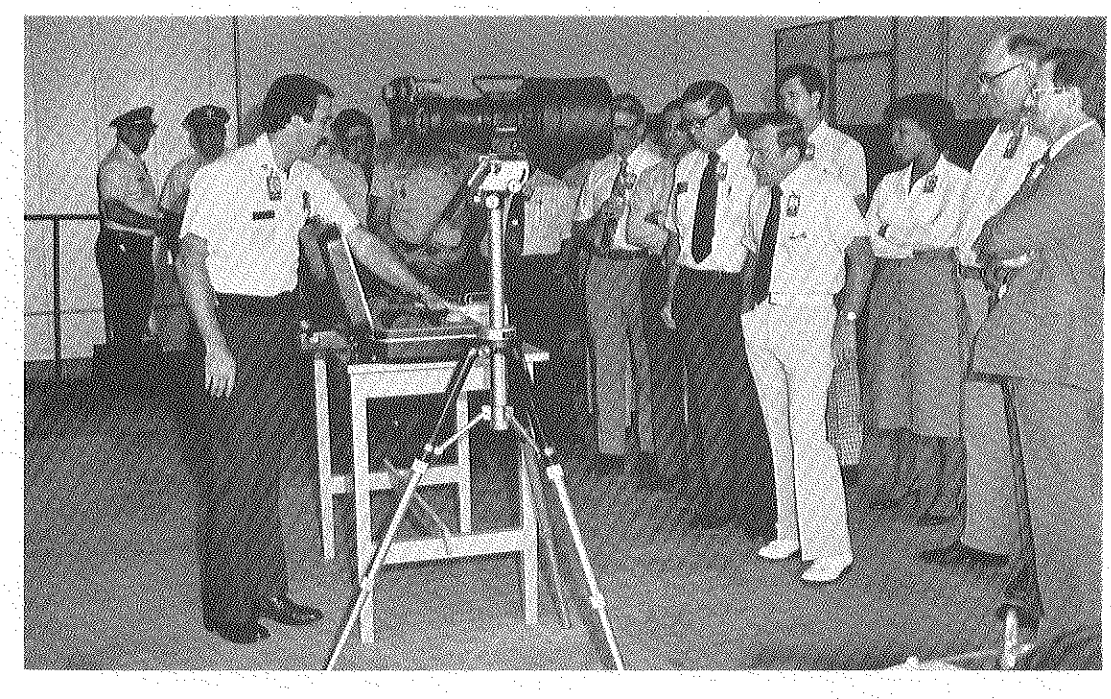
The computer is a valuable tool to the Engineering division in tracking construction costs and schedules. At right are Len Savage, administrative specialist, and Brian Barnes, section head.





No design project can be bid and awarded to a builder/contractor without a cost estimate. An accurate cost estimate is essential to the design engineer before his project is released for bid and contract award. At left are George Contreras, senior cost estimator, and Steve Fetherolf, section head.

The builder and the construction engineer must work as a team to ensure that specifications are utilized in construction. At right are Lee McManis, senior engineer, and Cecil Conley, contractor superintendent.



Management attends Police "Open House"

The Police Department provided a display of recently purchased security control equipment for members of management in September. The "Open House" at Police Headquarters also included discussions of training and related topics and showings of two security films.

Portsmouth Women's Club celebrates anniversary

The Goodyear Atomic Women's Club of Portsmouth celebrated its 25th anniversary October 23 at the Brown Derby Restaurant.

The arrangements committee included Mrs. Harry Gowdy, chairman; Mrs. George Zoeller, Mrs. Arturo Cardenas, Mrs. Carl Copen and Mrs. H. H. Stoops.

Mrs. Ronald Fike, president, welcomed members and guests. Mrs. Zoellner gave the invocation.

Charter members given special recognition by Mrs. Gowdy were Mrs. Belvin Adams of Peninsula, Mrs. Thomas Leary of Akron, Mrs. James Shoemaker of Waterloo, Ind., Mrs. Zoellner, Mrs. Joseph Schreick, Mrs. Robert Hill, Mrs. M. V. Gill and Mrs. Stoops, all of the Portsmouth area.

Twelve past presidents also attended. They are Mrs. Marvin VanGorder, Mrs. John Delabar, Mrs. Louis Donini, Mrs. Bobbie Noel, Mrs. Sam McGraw, Mrs. Steven Akers, Mrs. Richard Jones, Mrs. Shoemaker, Mrs. Stoops, Mrs. Zoellner, Mrs. Cardenas and Mrs. Gowdy.

The club was organized Oct. 4, 1955, with 42 charter members. It was a major financial contributor to Happy Hearts School in its early years, and has provided charitable contributions to many organizations and service agencies through the years.

Attendees at the 25th Anniversary celebration of the Goodyear Atomic Womens' Club in Portsmouth included Mrs. Carl (Norma) Copen and Mrs. H. H. (Mary) Stoops Jr. Mrs. Stoops was a charter member of the club, which was organized in 1955.

Experts expect nuclear to triple

The country's nuclear electric-generating capacity will nearly triple in the next 10 years, according to a fact sheet issued in October by the Atomic Industrial Forum, the industry's trade association. Given this strong growth pattern, nuclear energy, by about 1990, will account for 16 percent of the U.S. electric-power capacity, compared to 9.2 percent of the total today.

In terms of electrical generation, nuclear power will double its role in the next decade, from 11.4 percent in 1979 to a projected 22 percent in 1990.

There are presently 74 U. S. nuclear power reactors licensed to operate, with a combined capacity of about 55,000 Megawatts electrical (Mwe). Eighty-seven more units, representing 95,000 Mwe, have construction permits and two (2,000 Mwe) are authorized to conduct preliminary site preparation. Still waiting for construction go-ahead are 19 nuclear units (22,000 Mwe) under firm order.

The AIF statistical roundup ("1980 Nuclear Power Facts and Figures") shows that in 20 years (1960-1979), annual nuclear electricity production zoomed from a mere billion kilowatt-hours to 255-billion kwh, roughly equivalent to the yearly consumption of 25-million American households.

Four states last year saw nuclear power account for 50 percent or more of total electricity production: Vermont, 78 percent; Maine, 60; Connecticut, 53; and Nebraska, 50. In a regional breakdown, the AIF report shows New England in the lead, with 34 percent of its generation based on nuclear; followed by the Middle Atlantic states, about 17 percent; South Atlantic, 15 percent; East North Central and West North Central tied at 14 percent; East South Central, 11 percent; Pacific, 6 percent; West South Central, 2 percent; and the Mountain states region with less than 1 percent.

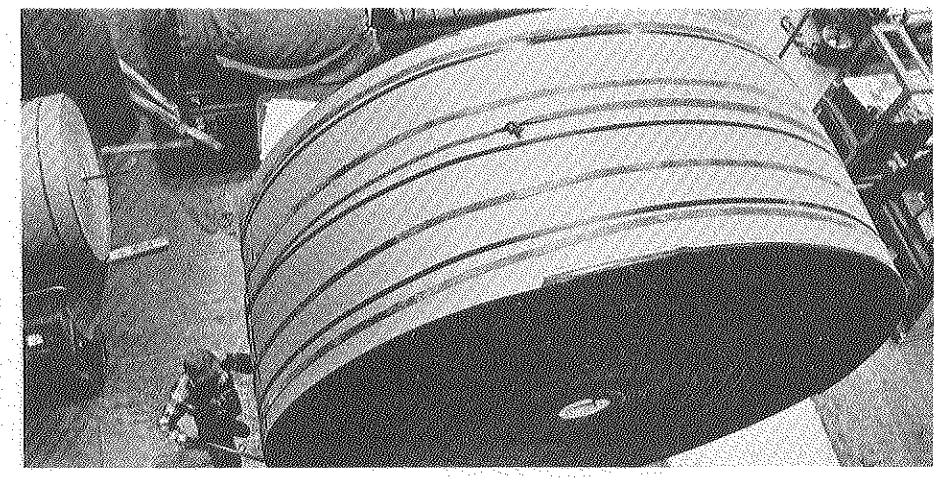
The AIF fact sheet also shows that:

—Nuclear plants are getting bigger. The average size of units scheduled to be in operation in 1985 is 880 Mwe; by 1990, this will jump to 920 Mwe; and by the turn of the century, 1,000 Mwe.

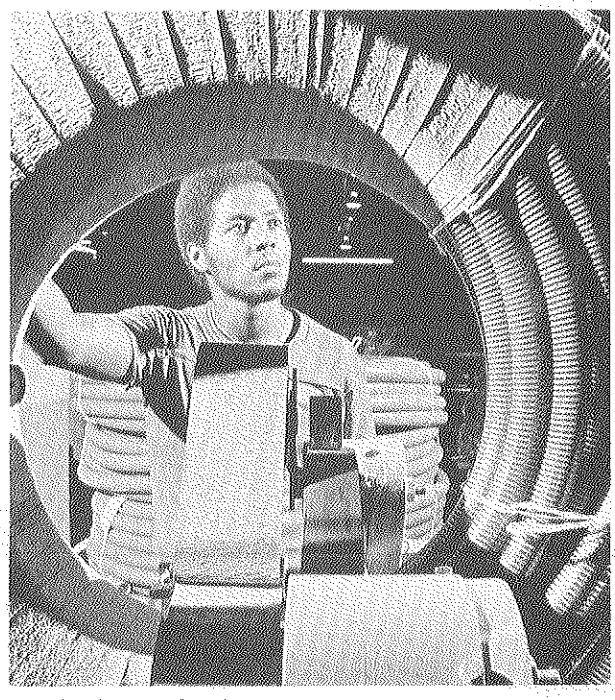
—Two states, New Mexico and Wyoming, last year accounted for 40 and 27 percent, respectively, of all the uranium produced in the United States.

—In 1980, the entire U. S. nuclear power program will produce just 1,500 metric tons of spent fuel. This will rise to 3,600 tons discharged annually in 1990 and 5,800 tons, in the year 2000. Total storage capacity at domestic nuclear plants currently is estimated at 25,000 tons, not including room to store one entire core per reactor in case of emergency. The at-reactor storage capacity will increase to 77,000 tons by 2000, nearly equal to the expected accumulation of spent fuel at that time.

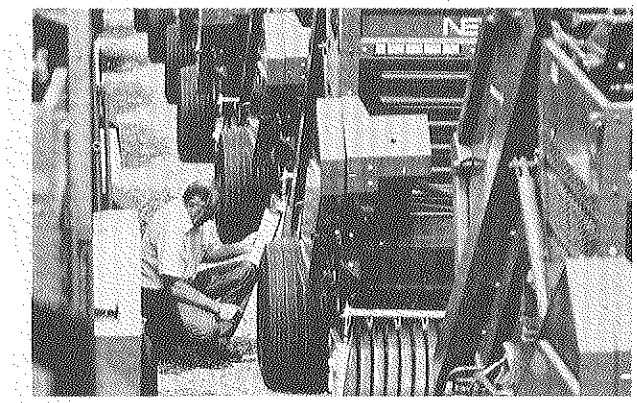
Rolling on eight four-foot-wide Goodyear tires, this 100-ton hovercraft combines the lifting capability of air with the maneuverability of powered wheels. The 66x44-foot craft will be used year-round to supply remote villages along the Kuskokwim River near Bethel, Alaska.



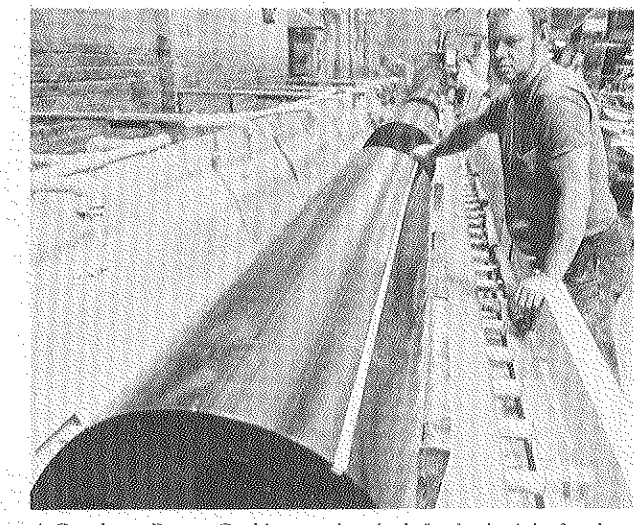
Workers at Goodyear's Akron, Ohio, belting plant ready one of two conveyor belts weighting a combined 102,120 pounds for shipment to a southern Ohio coal mine. The five-foot-wide belts will stretch the length of 10 football fields when installed.



A reel of lightweight, plastic Spiraflex water suction hose nearly as long as a football field is wrapped for shipment at Goodyear's Cosmoflex hose plant in Hannibal, Mo. Spiraflex weighs about half as much as rubber hose made for the same purpose.

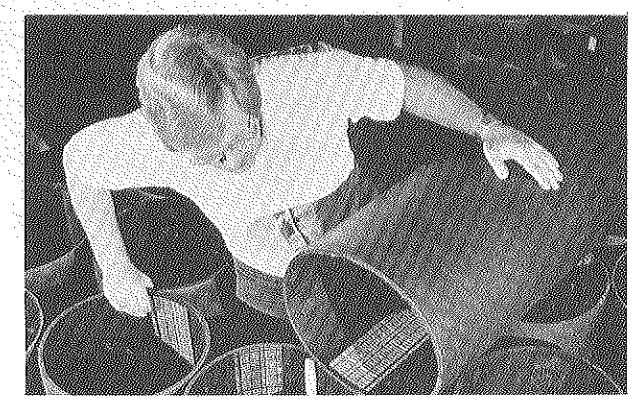


Special high flotation farm tires produced by Goodyear are checked on a row of round bailers at Sperry New Holland, a farm equipment manufacturer in New Holland, Pa. The tires, part of Goodyear's unique Terra-Tire line, help prevent equipment from sinking into soft terrain.

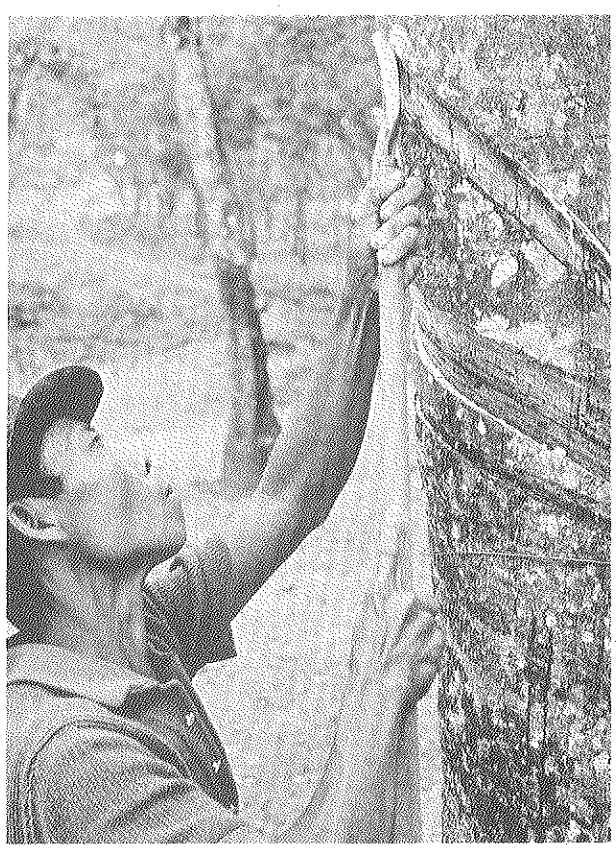


A Goodyear Power-Cushion marine dock fender is eight feet long and weighs 760 pounds. It features a six-bore design to provide docks and piers better protection against the crushing weight of huge ships.

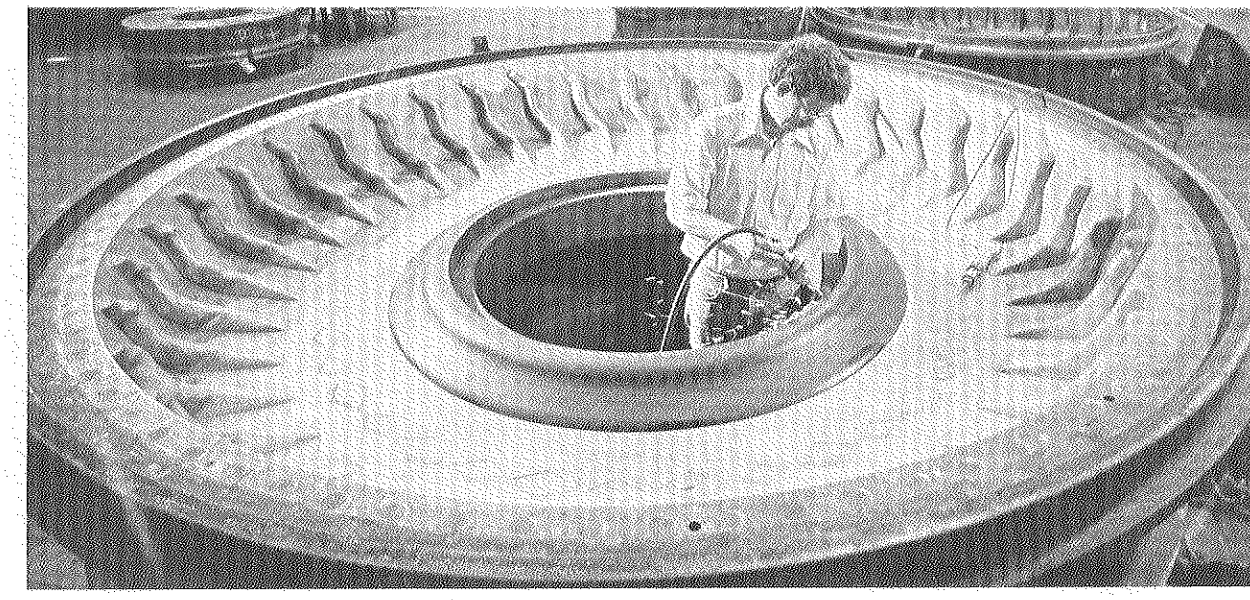
A variety of soles for work, fashion and athletic shoes are inspected prior to shipment from Goodyear's Windsor, Vt., shoe products plant. Goodyear, an industry supplier since 1901, produces thousands of different shoe bottom styles each year, including Neolite heels, football soles and fashionable high heel bottoms.



About 100 automotive fan belts will be sliced from each of these rubber cylinders at Goodyear's Lincoln plant. Goodyear makes more than 2,500 types and sizes of automotive belts.



A tapper at Goodyear's Dolok Merangir rubber plantation on the Indonesian island of Sumatra uses an extension knife to draw latex from a rubber tree. The bark of the tree is cut up part of the year and down the rest to allow the tree to replenish itself.



This 10-foot wide "bowl" is half of a tire mold in which Goodyear earthmover tires will take shape and be vulcanized. Goodyear produces all of its tire molds at its plant in the Akron, Ohio, suburb of Stow.

DECAT ESSAY

The following was submitted by a GAT employee and provides comments about the DECAT Program.

"In the not too distant past the thought of one dollar per gallon of gasoline sent most of us into a feeling of revulsion. We felt a certain frustrated nausea at the idea of shelling out from $15 to $25 just to get our tanks filled.

Americans have had a love affair with the automobile since the days of "A" Models with side curtains. That was O.K. though — even a little patriotic. After all, our economy was based on it.

We're past that now; just wait till gasoline goes to two dollars a gallon — it will cost $40 to fill a tank and you'll probably wait in line to boot.

I'm not going to argue why or who's to blame, but its time we face up to the fact that we Americans have been burning the energy candle at both ends. This leaves us in the middle getting colder by the minute.

There are, however, many ways that are already in use to help cut our dependency on foreign oil. One is DECAT (Driver Energy Conservation Awareness Training). I recently had an opportunity to go through this program. I didn't approach it with much optimism, but decided to be as objective as possible.

I had learned to drive when a stick on the floor was all that was available instead of options like today. I thought I knew about everything there was to driving — after all I'd driven everything from trucks to tanks.

Shortly after I finished DECAT I left for a few days at Virginia Beach. It seemed that DECAT deserved a chance to prove itself. I therefore decided to adhere to all its teachings as close as possible.

I drive a six-cylinder fuel injected sports car that has historically given 19.5 miles per gallon, city and country combined.

Much to my chagrin, after driving 1,125 miles the DECAT way I had used 44.9 gallons of unleaded regular. Thats an honest 24.8 MPG or an improvement of 27 percent. That made a believer out of me."

Charles Keen
(D-233)

KEY KALEIDOSCOPE

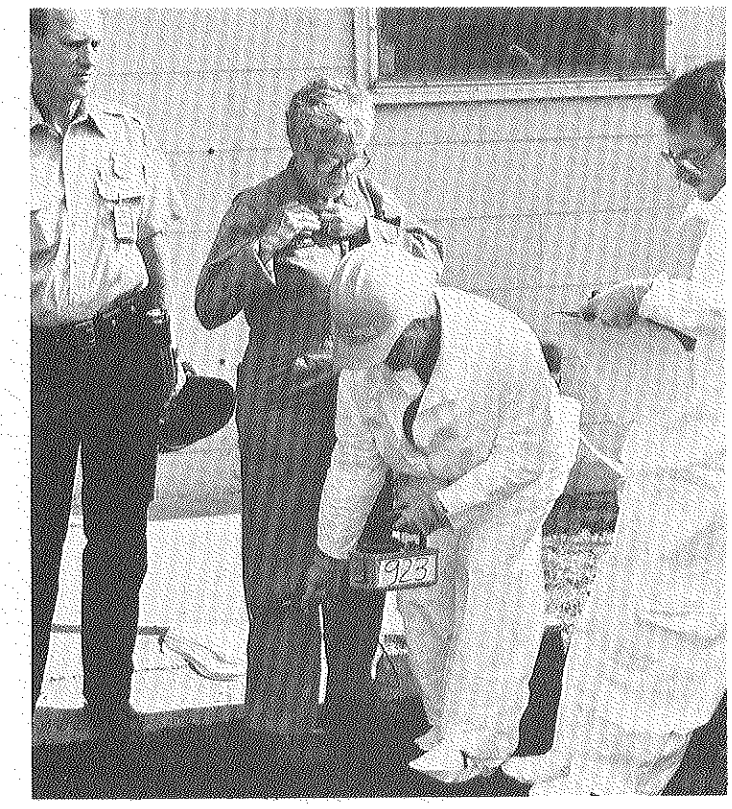
By Karen Mercer

The Key Advisory Committee reports that as of October 16, 582 employees out of a total of 1678 have attended the four-day Initiation Program. These numbers are made up of salaried employees and police officers.

Another Work Simplification (WS) session was held October 7 and 8. There is now a WS Team in the 400 Division as well as the 200 Division. The members on the 400 WS Team are: Butch Bauer (424), Beverly Kight (411), Mark Scott (411); and Jackie Sheperd (423).

The Division Coordinators for the 100 Division are Bob Brewer (122) and Landa Clay (101). Due to Linda Cole being on leave, John Gedeon is now the Division Coordinator for the 800 Division.

A Salaried Employee Handbook Committee has been formed to review the revised draft for a new handbook. Members of the Committee are: Debi Boggs (411), Anita Brower (211), Art Clary (071), Susie Giles (810) and Tim Matchett (021). The Committee is under the direction of George Zoellner (201).



Personnel monitoring

Industrial Hygiene & Health Physics surveyors performed monitoring of plant personnel during the October 16 emergency drill at the plant.

Recycle/Assembly Building work continues

Foundations for the Gas Centrifuge Enrichment Plant (GCEP) Recycle/Assembly Building were set this fall. Process Building X-3001 is in the background. Titan Group/Quest II, Paramus, N. J., has the contract for the foundation work.

Police Officer Carr is named "Top Gun"

James S. Carr (right), police officer, is the 1980 "Top Gun" in the GAT Police Department. The award is based on results of the National Police Combat Force test, in which all police officers participate, in order to meet annual Department of Energy qualification requirements. The award program was established based on the qualifying test to provide competition and stimulate interest. Howard M. Cutright, police chief (left), presented the award to Carr.

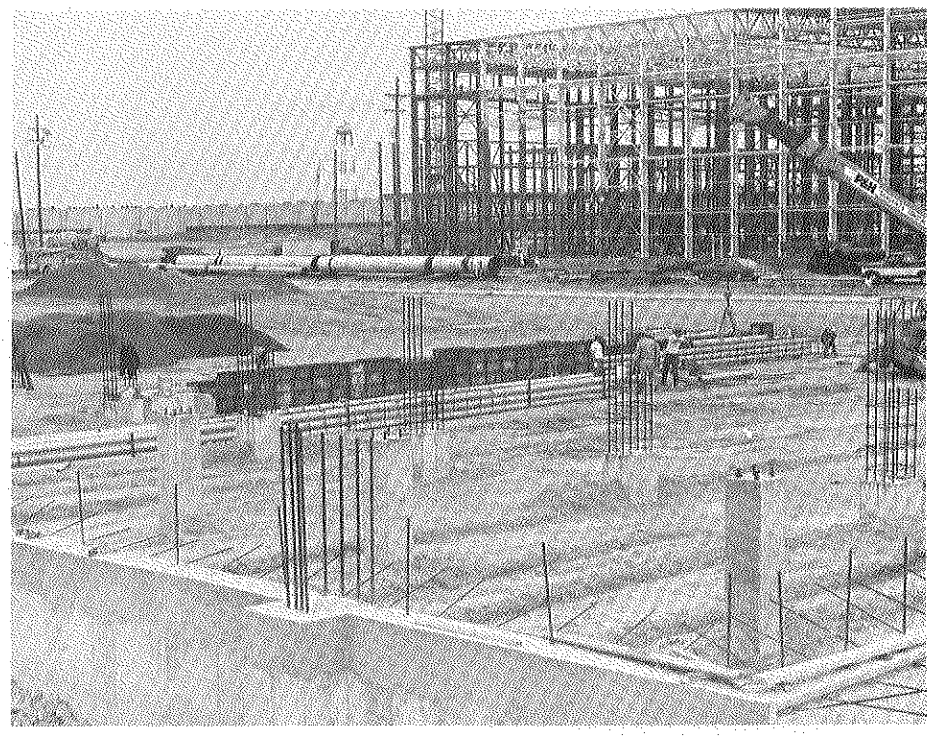
Officers participate in pistol tournament

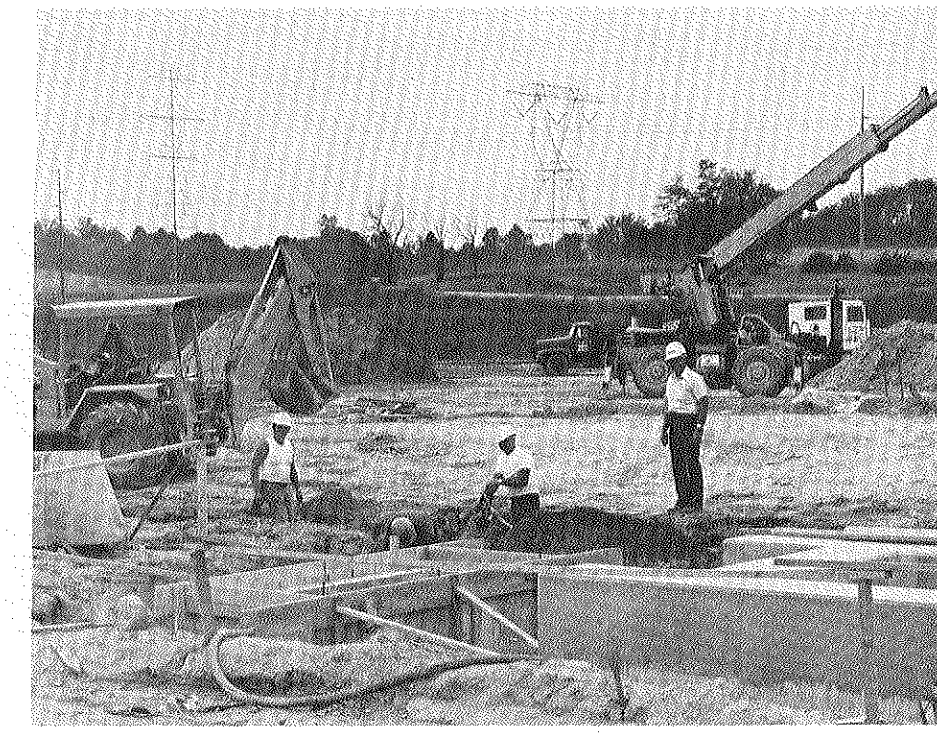
Pistol tournament action in Idaho came about recently for three members of Goodyear Atomic's Police Department.

Sergeant Ronald L. Conkel and Officers Michael K. Rinehart and James S. Carr traveled to the Idaho Operations Office of DOE recently to participate in the Eighth Annual DOE Security Inspectors' Training Conference and Pistol Tournament.

The activity was an event of October 6-9, with a tour of Yellowstone National Park following on October 10.

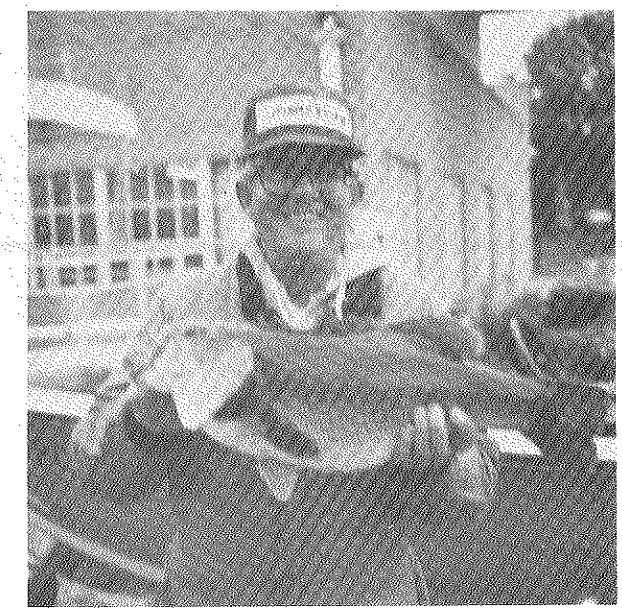
Both individual and team championship trophies were awarded to tournament winners. Several hundred participants from throughout the United States were involved in the tournament action.





Electrical work in progress for gas centrifuge plant

Work proceeds on schedule for the Gas Centrifuge Enrichment Plant (GCEP) X-5001 Switchhouse (above left) as well as for transformer pads for the GCEP substation (above right). The work is being performed by Cleveland Electrical Constructors, Inc. Engineering now is about 60 percent complete and construction more than 6 percent complete for GCEP.



Ghearing lands 9-pound bass

Harold D. Ghearing, Mechanical Engineering (D-621), caught this bass at Lake Rupert, near Hamden, on October 25. Harold used hand-tied bait to make the catch. This fish weighed nine pounds, was 24 inches long and had an 18-inch girth.

EAC plans party for December 13

A Christmas party for children of Goodyear Atomic Corporation employees is being planned for Saturday, December 13.

The location is the Waverly High School gymnasium.

The party begins at 1:00 p.m. and will conclude at about 7:00 p.m.

Santa Claus will arrive on a fire truck at about 1:30 p.m. Mr. Cartoon and Beeper will make an appearance beginning at 3:30 p.m., complete with cartoons and games for the children.

Employees' children ages 12 and under will receive a gift from Santa. Refreshments will be served.

Employees who have no children are invited to come and socialize with attending parents and observe the festivities.

GAC awarded contract

The Navy has awarded Goodyear Aerospace Corporation a $15 million contract to continue production of MK-48 torpedo warheads, electronic assemblies, exploders and associated spare parts. The MK-48 is the ninth straight that GAC has been awarded in a program that dates to July 1971 and now totals more than $80 million.

the WINGFOOT CLAN

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Recreation Corner

The 1980 Goodyear Atomic Golf Championship was an event of October 4 at the Elks Country Club, Portsmouth. A total of 65 GAT golfers participated in the 18-hole tournament.

Champion and flight winners willl receive trophies at the annual Sports Recognition Banquet.

Results

Champion	*Hugh Heirman*	*75*
Runner-Up	*Don Pollard*	*78*
B—Flight Winner	*Paul Forsyth*	*83*
C—Flight Winner	*Russ Johns*	*86*
	Butch Stall	*86*
D—Flight Winner	*Steve Boehm*	*90*
	Gene Tatman	*90*
E—Flight Winner	*Tom Hester*	*101*

Competition

Hole #1	*Shortest drive*	*Joe Thoms*
Hole #4	*Closest to pin*	*Carl Kilgore*
Hole #5	*Longest drive*	*Don Pollard*
Hole #13	*Closest to pin*	*Butch Stall*
Hole #15	*Longest drive*	*Hugh Heirmann*
Hole #18	*Longest putt*	*Carl Kilgore*
Overall	*Most 6s*	*Howard Galloway*
		Don Wilson
		Lonnie Edwards
		Tom Hester
Overall	*Most 3s*	*Hugh Heirmann*
Overall	*Fewest putts*	*Glenn Russell*
Overall	*"Sandbagger of the Day"*	*Jerry Boster*

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