



EMPLOYEE

NEWSLETTER

Volume 5

May 21, 1984

Number 9

SAFETY NOTE

A major eclipse of the sun will take place on May 30. All of the United States, except Alaska, will be able to see some portion of the moon cross in front of the sun. This will be an annular, not a total, eclipse. That is, as seen in that narrow central path of maximum eclipse — at its widest only six miles — the whole of the moon will cross in front of the sun, but the sun will not be totally blocked out by the moon. Because of the relative distances of the sun and moon from earth at that time, the moon will appear to be slightly smaller than the sun. As a result, the sun will not wholly disappear from view. A ring, or annulus, of light will be seen surrounding the moon. This annular aspect will first be visible in the late morning in Louisiana. The moon's shadow will race northeastward at 1,400 miles-per-hour across Mississippi, Alabama, Georgia, the Carolinas and Virginia, reaching the Maryland shore less than one hour later. Looking directly at the sun — for even a short time — is dangerous. Looking directly at the sun — even a small part of it — can actually burn your eyes. When you look at the sun, your eye's lens focuses the intense light on the retina, that delicate layer of cells at the back of the eye that sends visual images to your brain. The retina does not feel pain. You don't know it is being burned. But it can be. At the very center of your field of vision. And nothing can be done about it. There is no treatment for a burned retina. . . no treatment for the scarring or the permanent blind spots in your vision. There is no shield generally available that will protect your eyes. Not dark sunglasses. Not ordinary light filters. Not exposed photographic film. Not welding goggles. Not a piece of smoked glass. As for looking at the eclipse through a camera viewfinder, or a telescope, or binoculars, that's especially dangerous! The lenses of these instruments can magnify and intensify the sun's light. The safest method to enjoy the eclipse is to watch it on television.

Progressions and Promotions

Bakul Banerjee, from Industrial Relations Staff, Sr. (D-014) to Systems Analyst, Sr. (D-265).
James R. Book, from Programmer to Programmer, Staff (D-447).

Professional Organizations

Connie Eckhart (D-441) was co-chairperson for a two-day Records Management Workshop held at the Hyatt on Capital Square, Columbus, May 3 and 4. This workshop was sponsored by the Central Ohio Chapter of ARMA (Association of Records Managers and Administrators).

Community Activities

John Champa (D-376) has been elected as a voting member of the National Society to Prevent Blindness (NSPB), Ohio Affiliate. Voting members of the NSPB elect the board of directors, represent the NSPB at news conferences, presentations, lectures, etc.

Science Demonstrations

Keith Banks (D-521) and Phil Howard (D-511) presented a science demonstration program at Glendale Elementary School on May 14. A total of 120 students grades K-4 attended two sessions.

Alex Alatsis (D-306) presented science demonstration programs at the Unioto Primary School Conservation Camp, Limerick, May 10 and 11. A total of 125 sixth-grade students attended.

Obituaries

Ray K. Scott, 66, Wellston, May 15. A retired instrument mechanic (D-712) with a continuous service date of July 1, 1974, he is survived by his wife, Rosella.

New Employees

May 16	Juanita R. Beck	105	Clerk I
	James L. Higginbotham, Jr.	272	Engineer
	Pamela J. Royal	277	Engineer
	William A. Morgan	187	Training Instructor
	Bruce M. Dwyer	452	Clerk I
	Timothy W. Lawrence	105	Engineer
	Martin L. Renfro	272	Engineer
	Walter R. McClain	272	Engineer
	Robert E. Schillinger II	578	Engineer
	May 21	David L. Adkins, Jr.	313
Willard E. Fenton		313	Police Officer
Deborah L. Houseman		313	Police Officer
Richard A. Parker		313	Police Officer
David W. Vallance		313	Police Officer
Charles H. Walker		313	Police Officer

Family

Mark Craycraft, son of R. W. Craycraft (D-556), placed third in the Scioto County Science Fair and first in the Washington School District Science Fair for his project "Computer Interface." Mark competed in the computer science category for grades five through 12. He is a fifth-grade student at Friendship Elementary School.

Recreation Review

John Kyle (D-713), Dave Nixon (D-713), Jim Anderson (D-306) and Bob Purcell (D-843) and were among the 4,000 participants in the Tour of the Scioto River Valley (TOSRV). TOSRV is the largest organized weekend bike tour in the country and attracts riders from several states and foreign countries. This 210-mile, two-day trek ride from Columbus to Portsmouth and back takes approximately 18 hours.

Walt Disney Productions has announced the DISNEY FANTASEA, a one-time-only cruise that will sail the Caribbean from November 3-10 aboard the S/S Norway, the flagship of Norwegian Caribbean Lines. The DISNEY FANTASEA offers Magic Kingdom Club members international shows and cuisine from the nations of Epcot Center World Showcase, private fireworks extravaganza, "Sport Goofy" olympics aboard ship and lectures and seminars with Disney chefs, animators and Imagineers. There will also be stage shows direct from the Walt Disney World Vacation Kingdom, Disney film classics, The Disney Channel on in-room TV and special parties and events with all the Disney characters. Club members will receive a 25 percent discount on the cruise only rate or a 10 percent discount on the NCL Cloud 9 air/sea rate. For more information about the DISNEY FANTASEA or to make reservations, contact the Magic Kingdom Club Travel Center at (305)828-3329, 9 a.m. to 5 p.m. (EST) Monday-Friday or write the Travel Center at P. O. Box 600, Lake Buena Vista, FL 32830.

Nuclear Notes

The world's most productive nuclear plant is the Connecticut Yankee nuclear station at Haddam Neck, Conn. Since receiving an operating license in January 1968, the 582-MWe pressurized water reactor has generated 66-billion kilowatt-hours of electricity — more than any other nuclear power plant in the world. Connecticut Yankee has operated with a lifetime capacity factor of 76.6 percent during its 16 years of operation.

U. S. nuclear plants generated more electricity than either natural gas or oil in 1983, but remained in third place behind coal and hydroelectric dams. Coal generated 54.5% in 1983; hydro, 14.4%; nuclear, 13%; gas, 11.9%;, oil, 6.3%; and other, 0.3%.

Nearly nine out of 10 people in the U. S. derive at least some of their electricity from nuclear power, according to a study by the Energy Research Group, Inc. of Waltham, Mass. Nearly 150-million Americans (64.6% of the population) receive nuclear electricity directly. Another 55 million persons (24% of the population) derive nuclear-generated electricity indirectly via utility interconnections or purchases from other utilities.

Home and Auto

More people. More people who will drive cars. Smaller and lighter cars. Less powerful cars. More expensive fuel. And something called the "radialization" of American. Those are some of the predictions for the last half of the 1980s being made by strategic planners at The Goodyear Tire & Rubber Company. "Consumer attitudes and preferences will be, if not the most, then certainly one of the most influential factors in transportation changes in the years that lie ahead," said Lee S. McDonald, Goodyear's Manager of Strategic Planning. How many consumers will there be? "By 1990, you will have about 240 million neighbors, three out of four of them able to drive. That's a 10 percent increase in population, but a 14 percent increase in people of driving age," he said. People will be slightly older, too, by 1990, the 24-44 age group will be the largest single age bracket. "And they won't be sitting around -- even with expected increases in the price of fuel and more expensive cars," McDonald said. As the Goodyear planner put it, people will cope by buying smaller cars, joining car pools, reducing discretionary travel, and, if necessary, devoting an even higher proportion of their income to transportation. Of course, the cars will be smaller. "The most significant change in the automobile population in the 1980s will be the increasing dominance of smaller and lighter cars, despite American motorists lingering affection for big cars," McDonald predicts. "By the end of the 1980s, 60 percent of new cars will be of the smaller size compared with one-third in 1980. Between 1980-1990, autos in operation will increase 22 percent from 109 million to approximately 135 million. Because cars will be smaller, they won't need as much horsepower, fuel or tires, for that matter. By 1990, only five percent will be eight-cylinder, while two out of three cars sold will be equipped with a four-cylinder engine. Those engines will be making the front wheels go around -- not the rear as in the past." Last year, 48 percent of cars sold in the U. S. were front-wheel drive. By 1990, nearly all of the new cars sold will be front-wheel drive. McDonald said engineers will be taking the weight out by using more plastic and aluminum. In 1970, the average car weighed 4,000 pounds. Today, it weighs about 700 pounds less. By 1990, it will have shed 1,000 pounds. "Tires also will be on a diet," McDonald said, "with the most popular size shrinking from the G78-15 in 1970 that fits a Ford LTD to P195/75R14 in 1980 for a Plymouth Volare and even smaller by 1990 for the car of the future. Smaller and lighter will mean less fuel consumption. In pre-oil embargo 1973, the average fuel mileage was 15 miles per gallon as we cruised the interstates at 75 miles per hour. Look for 20-plus miles per gallon average by 1990 due to the more fuel efficient cars and tires and reduced highway speeds," McDonald noted. "Oh yes, you'll be lugging around one less tire in your car -- the spare," McDonald said. "Four constant pressure tires could be all you'll need and they will last as long as the average person keeps a car by 1990 -- five years or about 50,000 miles." McDonald noted that "radialization" means that by the end of the decade nine of every 10 auto tires, two of every three truck tires and three of every four medium commercial truck tires sold will be radials.

News from DOE

James H. Hill, deputy manager of the Department of Energy's Oak Ridge Operations, has announced his plans to retire June 29. A member of the Government's Senior Executive Service, Hill is retiring after a working career that has involved executive positions in the Federal Civilian Service, the U. S. Air Force and private industry. He plans to remain in Oak Ridge as an industry consultant. Hill came to Oak Ridge as assistant manager for Operations in 1971 from the Washington Headquarters of the Atomic Energy Commission (AEC) where he was deputy director

of Industrial Participation, the AEC'S focal point for industrial cooperation. He was named to his present position in 1974. While deputy manager of Oak Ridge Operations, Hill received the Department of Energy Special Achievement Award in 1979, and in 1980 he received the Presidential rank award of meritorious Executive in the Senior Executive Service primarily in connection with his activities related to uranium enrichment.

The Department of Energy has launched a new service to help Americans implement energy-saving appropriate technologies. Appropriate technology described those practical technologies that lend themselves to self-help and provide solutions to individual energy problems. Generally, it refers to the use of sun, wind and water resources, and energy and resource conservation methods and devices. The new service, titled the National Appropriate Technology Assistance Service (NATAS), will provide three primary services: tailored information responses, engineering/scientific technical assistance, and commercialization technical assistance. NATAS will be available to assist anyone in the United States through a toll-free number. However, it should prove most useful to energy innovators, homeowners, small businesses, farmers, state and local governments, non-profit organizations and educational institutions. The program will serve as a supplemental information source to the already existing Conservation and Renewable Energy Inquiry and Referral Service and work closely with federal, state and local programs to coordinate technical assistance activities. The service will be available by calling toll free 800-428-2525 (in Montana, 800-428-1718) on any weekday from 9 a.m. to 6 p.m. Central time. Interested individuals can also write NATAS, U. S. Department of Energy, P. O. Box 2525, Butte, Montana 59702-2525. The program will be operated for DOE by the National Center for Appropriate Technology in Butte, Montana. When a request is received by telephone or letter, the information specialists will attempt to answer the question or send out the information immediately. More complex questions will be referred to a technical specialist who will call or send a written response. In some cases, inquiries will be referred to other sources that can best answer the question such as federal, state, or local agencies, or in some cases, private businesses.

News from Goodyear

A nationwide search for the outstanding heroic truck driver of 1984 has been launched by Goodyear, sponsor of the annual "Highway Hero" Program. The 1983 program, which culminated in a \$35,000 awards ceremony at February's Daytona 500 auto race, honored Ronnie Stapleton, a West Virginia preacher/truck driver who ripped open a burning car to rescue two trapped men. Nominations for the 1984 awards program, covering heroic deeds or acts of humanitarianism above and beyond the call of duty between Oct. 1, 1983, and Sept. 30, 1984, will be accepted through the end of September. Initial evaluation of nominations, selection of state highway heroes and selection of four finalists will be conducted by an independent agency. Final judging will be handled by a nationwide panel of trucking industry publishers, editors and radio personalities. Top award in the program, described as the trucking industry equivalent of the Medal of Honor, is a \$20,000 bond. Runners-up receive \$5,000 bonds and four finalist couples are guests of Goodyear for a weekend of racing activities and the awards ceremony in Daytona Beach, Florida. Entry forms appear in Goodyear advertisements nationwide or can be obtained by writing to: Highway Hero Nomination Headquarters, P. O. Box 81, Birmingham, MI 48012. Nominations also can be sent to that address. Any full-time driver, whether in the employ of a truck line or operating as in independent who handles a truck trailer rig with at least 14 wheels, is eligible for the awards. Anyone may nominate the candidates on special forms or by letter, along with backup material such as newspaper clippings and letters from public office. A \$500 bond will be awarded to the individual nominating the winner.

Editor: Tim L. Matchett

Pike-ton, Ohio
BULK RATE
U. S. POSTAGE PAID
Permit No. 11

Address Correction Requested
P. O. BOX 628
PIKETON, OHIO 45661
GOODYEAR ATOMIC CORPORATION