

the WING FOOT CLAN

Goodyear Atomic Corporation . . . A Subsidiary of The Goodyear Tire & Rubber Company

Volume 28

PIKETON, OHIO

June 1980

Number 2



Employees -- a "key" element to corporate success

The Key Initiation section of the "KEY" program began May 5. All salaried personnel will participate in this series of four-day sessions through July 1981. The program will be conducted by a committee of eight. Members of the first class, pictured with "Key Initiator" Edith Decey (standing), are Herb Georgio, Alene Weiss, Larry Burt and Dune Allen.

"KEY" now under way to aid work improvement

The "KEY" Program now is under way.

Its purpose is to aid the improvement of the quality of work life here at Goodyear Atomic.

The program began April 24 with a series of "Key Awareness" presentations for salaried employees. These continued through May 5, with make-up sessions on May 15 and 16 and a special session for salaried employees working shifts.

The "Key Initiation" section of the program began May 5. All salaried personnel will be asked to participate in this series of four-day sessions, based on the concepts presented by Dr. Scott Myers in his seminar "Improving Employee Relations Through Organizational Effectiveness." All divisions will be scheduled for the Key Initiation Program through July 1981.

The idea behind the Key Program is participative management, or a "team effort." It recognizes that people are the Company's most important asset. The program has complete support from the management of The Goodyear Tire & Rubber Company and Goodyear Atomic Corporation. The program will be closely

(Continued on Page 2)



Schultz

National Merit Scholarship awarded

Thomas W. Owens, a senior at Unioto High School near Chillicothe, will enter the Georgia Institute of Technology in Atlanta this fall with the aid of a National Merit Scholarship financed by The Goodyear Tire & Rubber Company.

He is the son of Howard L. Owens, supervisor, X-330 Building.

Owens plans to study electrical en-

gineering. He also will receive an Army ROTC four-year scholarship.

Approximately 1,500 high school seniors were named April 10 as winners of four-year Merit Scholarships financed by corporations, company foundations, professional associations, unions and trusts that participate as sponsors.

This was the first of three groups of

Merit Scholars to be named this year by the National Merit Scholarship Corporation (NMSC). At the completion of the 25th annual competition in 1980, more than 4,500 students will win Merit Scholarships valued at almost \$14 million.

NMSC is an independent, non-profit organization with the purpose of identifying and honoring exceptionally talented high school students and aiding as many as possible in obtaining a college education.

The Goodyear Merit Scholarship Program was established in 1965 to make available a minimum number of four-year scholarships each year for the sons and daughters of full-time Goodyear or subsidiary company employees or retired and deceased employees. The company now has financed more than 200 Merit Scholarships.

Nate H. Hurt, general manager, noted that "The young people of today are the leaders of tomorrow. To prepare them for that crucial responsibility, they need challenging and rewarding opportunities. In establishing its Merit Scholarship Program, Goodyear recognized the vital role played by higher education in developing the knowledge and skills of tomorrow's leaders."

Schultz attains 30-year mark

William R. Schultz, assistant general manager, Technical Services, celebrates 30 years of employment with The Goodyear Tire & Rubber Company June 21.

Schultz joined Goodyear in June 1950 as a member of the Production Squadron in Akron. He served as a planning engineer from October 1950 until September 1962 before being named manager of Corporate Plant Planning. He was named manager of the Kelly-Springfield tire plant near Fayetteville, N. C., in May 1969 and subsequently manager of Kelly-Springfield's tire plant at Tyler, Tex., in July 1974.

Schultz came to Goodyear Atomic in his present position effective January 1, 1977.

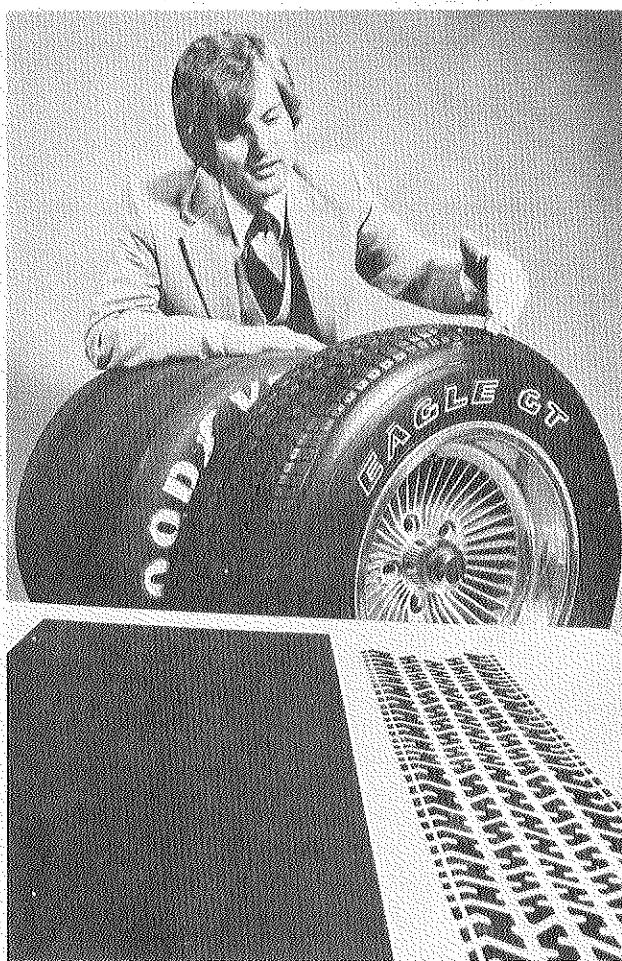
Schultz received a degree in mechanical engineering from the University of Cincinnati in 1950. He and his wife, Patricia, have two children and reside in Chillicothe.



Thomas W. Owens, winner of a National Merit Scholarship financed by The Goodyear Tire & Rubber Company, receives his award certificate from Nate Hurt, general manager. Tom is the son of Howard L. Owens, supervisor, X-330 Building. Mr. and Mrs. Owens looked on as their son received the award.

COST REDUCTION Honor Roll

C. W. Neal	D-101
G. L. Wiseman	D-341
C. A. Eckhart	D-423
C. A. Rice	D-423
V. B. Howard	D-502
N. F. Reiter	D-521
L. E. Deacon	D-521
A. L. Cardenas	D-521
S. D. Wamsley	D-523
W. E. Cook	D-561
D. M. McDonagh	D-621
H. E. Hager	D-701
J. W. Maple	D-711
R. E. Kidnocker	D-713
C. A. Secrest	D-720
T. L. Lowe	D-725
D. A. Uhl	D-731
V. F. Reed	D-731
W. E. Conley	D-732
J. M. Arthur	D-734
L. P. Keen	D-741
R. B. Callihan	D-741
G. F. Jones, Jr.	D-822
W. A. Kelley	D-822
B. A. Brown	D-822
D. S. Taylor	D-823
C. C. Worthington	D-823
W. L. Miller	D-825
D. D. Adkins	D-827
C. A. Stubbs	D-828
G. D. Davidson	D-829
V. T. Holsinger	D-829
M. J. Mullens	D-829
S. M. Peterman	D-841
M. A. Valentine	D-842
D. E. Walters	D-852
R. G. Etterling	D-911
E. Johnson	D-911
P. R. Truman	D-911
J. Patrick	D-911
G. A. Shultz	D-911
R. Walters	D-911
C. K. Stalnaker	D-911
D. R. Stone	D-924
R. E. Manning	D-924



Tale of the tread

If cars were driven only on dry roads, tires might be slicks with a solid footprint like that of an Indianapolis 500 race tire (left). Goodyear engineer Bob Stella points out that the tread grooves on auto tires -- like the Eagle GT used on the pace car for this year's Indy 500 -- provide traction by channeling water away from the tire. Because it lacks a similar tread pattern, the high-speed Indy tire can't be driven on a wet track.

Racing tires not adaptable for conventional applications

Although many auto tire engineering concepts have been proved in racing and auto tires have even raced in competition, they aren't blanketly interchangeable.

The very best high-performance auto tire is a few seconds per lap slower than a pure racing tire. A racing tire on the street is like a duck out of water -- not to mention illegal.

"Each of our racing tires is stamped 'not for highway use' because they do not meet the Department of Transportation (DOT) standards for such use," said Gene Wall, manager of Goodyear racing tire engineering.

But beyond that it simply is unsafe to use racing tires on the street.

For starters, all Goodyear racing tires intended for dry track use are "slicks." They lack the auto tire's water-dispersing tread grooves -- perfect for maximum contact with a dry surface, but a slipping, sliding, hydroplaning nightmare in the rain.

On the other hand, Goodyear racing rain tires feature high-speed water-dispersing tread patterns. But the rubber compounds in rain tires are so soft that they overheat and blister when driven hard on a dry track.

"Each racing tire we design is for a specific purpose," said Wall. "Racing tires are not even interchangeable for different racing conditions, let alone for street use."

However, the concepts Goodyear engineers learn in racing are translated into auto tire technology and motorists do benefit.

The tread pattern on Goodyear's ultra-high-performance Wingfoot Radial auto tire, for example, is derived from the company's extensive Formula 1 rain tire technology.

"Racing tire treads, whether for wet track or dry, are compounded of the softest possible rubber, designed for maximum traction in return for considerably less than the 40,000 miles of tread wear motorists have come to expect from their auto tires," said Wall.

KEY begins this spring on plantsite

(Continued from Page 1)

monitored by GT&R. It is now under way at other Goodyear locations and is proving successful. The idea is for the Key Program to be an ongoing, indefinite "way-of-life" at Goodyear Atomic.

Various committee and task forces have, and will continue to be, established to administer the Key Program and make recommendations for avenues to improve the quality of work life at the plant.

The Key Advisory Committee, which represents a cross section of exempt and non-exempt salaried employees, has eight members: Jerry Crandall (D-733), Vince DeVito (D-101), Patty Gambill (D-742), John Hortel (D-661), Harold Kunkle (D-611), Karen Mercer (D-411), Dave Riepenhoff (D-522) and Tom Robertson (D-230). The Key Advisory Committee has the responsibility to recommend policy changes and programs that will produce job enrichment at GAT.

The Key Initiation Program will be conducted by a committee of eight, also a cross-section, with Malissa Scherer (D-241) acting as coordinator. Others on the Key Initiation Committee are Jerry Moore (D-224), Edith Dewey (D-375), Harold McFarland (D-611), B. J. Clark (D-560), Melody Channell (D-923), Shirley Couser (D-201), and Jerry Althouse, assistant general manager, Operations.

The Key Advisory Committee met with the Executive Policy Committee on May 13 to discuss the results of the awareness presentations, the Key Initiation Program and recommendations for plant programs and changes. The first recommendation concerned quarterly meetings. A second dealt with changes in the present employee orientation program. A task force will be assigned to study this program and recommend means for improvement.

The Advisory Committee extends its thanks to those people in various departments who helped with preparations for Key Program presentations and to those departments who have members on the committees.

Those who helped prepare for program presentations included personnel from the Paint Shop, Reproduction, Carpenter Shop, Records Management, Laboratory Services, Industrial Relations, Planning and the Police Department. The Committee appreciates their patience and input into the many varied tasks required for the program.

Bloodmobile scheduled for July

In an effort to provide assistance to Tri-State Region, American Red Cross Blood Services, and to residents of 53 countries in four states, Goodyear Atomic will host a special Bloodmobile visit July 1-2-3.

The summer visit to the plant by the Bloodmobile originally was scheduled for July 28-30. Miss Elizabeth Sizemore, Donor Resources director for Tri-State Red Cross, has extended thanks to plant employees for allowing the change.

Sizemore indicated that the center had a problem in developing a schedule for the first week of July due to holiday vacations.

"With the support of your traditionally successful blood drives this will prevent what would have been a serious impact on

our collections," she said.

"We really appreciate the fact that Goodyear can make the change in dates when supplies are lower and blood needs are higher than usual. Although a few of your donors will be on vacation we know the blood collections will be higher than what we could have collected on a community drive and the needs of the patients will be met throughout the region Tri-State Red Cross serves."

More than 12,500 successful units have been collected through Bloodmobile visits to Goodyear Atomic since the plant began operations in 1953.

All employees are encouraged to participate in the upcoming blood campaign.



National Weather Service award

Two officials from the National Weather Service office in Columbus were in Piketon recently to present to Goodyear Atomic employees a certificate for 25 years of service. The award read as follows -- "This certificate is awarded to the personnel at Goodyear Atomic Corporation (Utilities Operations department) in grateful recognition of 25 years of Weather Observation in cooperation with the National Weather Service." Above are G. D. Althouse, assistant general manager; Lloyd B. Seidel, field representative for NWS; Eugene R. Neuman, supervisor, Utilities Operations; and Lewis H. Ramey, meteorologist in charge of the NWS Columbus office. Goodyear Atomic provides daily precipitation and river level reports to the National Weather Service.



Watson

Watson named supervisor

James M. Watson has been promoted to Supervisor, Construction Administration. He reports to James M. Duncan, superintendent, Construction Management.

Watson joined Goodyear Atomic in March 1976 as a senior engineer/project manager. He became section head, Project Management, in December 1976. Prior to joining GAT he was a member of the U.S. Army Corps of Engineers and was associated with architectural engineering firms in Cincinnati.

Watson received a degree in civil engineering in 1953 from the University of Toledo. He and his wife, Jane, live in Chillicothe and are the parents of two children, both students at The Ohio State University.

25 Years

Three Technical division employees celebrate 25 years of employment with Goodyear in June.

They are **Flora J. Ashbaugh** (6/15/55), **Myron O. Elcess** (6/20/55) and **Carl D. Willis** (6/21/55).

Color badges and ID cards to be issued to all employees

Every Goodyear Atomic employee will have a new full-color badge upon completion of the Company's rebadging program this fall.

Rebadging is a requirement of the Department of Energy on a five-year basis. In compliance with this requirement, Goodyear Atomic's rebadging program was scheduled to be under way early in June. It will conclude in October.

Photography for the new badges will take place in a special trailer in the X-100 Building parking lot. The trailer will move later this summer to a location near the X-720 Building.

At the end of the program, each employee

will have a new badge and a new ID card, both in color. The new badge will feature improvements in radiation monitoring equipment for the health and safety of employees.

Badges now in use contain radiation detection film which must be chemically processed to determine exposure level. The new badges will incorporate a set of Thermal Luminescent Dosimeter (TLD) chips which are more sensitive to radiation and can be used repeatedly. Film in badges now can be used just once. The TLD card, through a special instrument, can provide required information in just a few seconds.

King Cotton fades from Goodyear scene

It was 1926 and cotton gins were churning at full speed in the South to feed tire textile mills while illegal gin was filling bathtubs across the country.

And in recent days, "King Cotton" passed from the Goodyear tire scene, joining in the pages of history such memories from the '20s as prohibition, spats and speakeasies.

The first bale of cotton to be processed as tire reinforcement fabric was fed into the pickers on April 19, 1926 -- some 54 years ago this month. Just recently, the last bale of cotton to be processed for use in Goodyear tires went to the pickers.

Goodyear hasn't used the natural fiber to reinforce tires for 30 years, but it had

been using cotton as fill cord -- to hold the major reinforcing fibers together in tire cord.

Cotton was first introduced as a tire reinforcing fabric as early as 1900; and it was the only tire textile until 1938 when Goodyear introduced rayon. After that came nylon (1947), steel (1955), polyester (1962), fiberglass (1967) and aramid (1974).

Cotton was "King" at Goodyear for many years, but it's declining usage was not unexpected.

The first pneumatic tires were reinforced with cotton. Then, the use of plies of cord (one or more layers of rubber-

coated parallel cords) added tremendous durability and resiliency to the tire.

The cord reinforces the rubber in a tire much as steel rods strengthen concrete. However, tire cords are unique construction materials due to their ability to withstand dynamic stress. Tire cords give the tire shape, size stability, bruise resistance, fatigue resistance and load-carrying capacity.

In 1941, cotton reached its peak usage with 273 million pounds being consumed by the tire industry in more than 65 million truck and passenger tires. It was phased out as a major tire reinforcement material with the increased usage of rayon and the introduction of nylon in 1947.



Miss May Belle Thompson, chairman of the Library Services Committee of the Waverly Branch, American Association of University Women (AAUW), accepted a \$10,000 check May 7 from Nate Hurt, general manager. The gift was made by The Goodyear Tire & Rubber Company to the AAUW chapter's library fund and is to be used to aid in construction of a new library in Pike County.

Library fund receives gift

The Waverly branch of the American Association of University Women (AAUW) received a \$10,000 addition to its Pike County library fund May 7 through a gift from The Goodyear Tire & Rubber Company. The gift was made by Goodyear Atomic Corporation.

The check was presented by Nate Hurt, general manager, to Miss May Belle Thompson, a retired school teacher from Lakewood, Ohio, and member of the local AAUW chapter.

Miss Thompson is chairman of the chapter's Library Services Committee and has been instrumental in securing funds to construct a new library in Pike County.

**Quality Assurance
is Everybody's Job.**

Goodyear Atomic Salutes

High School Graduates



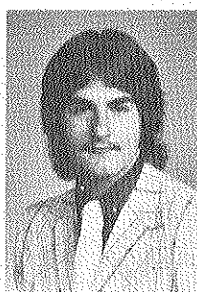
Luanne Bernthold
Minford
J.A. Bernthold, D-211



Michele E. Bihl
Clay
H.W. Bihl, D-661



Susan Black
Jackson
D.A. Black, D-812



P.B. Bloomfield
Class in Law
Enforcement Training
L.J. Bloomfield, D-582



Cindy Bradshaw
Valley
R.D. Bradshaw, D-123



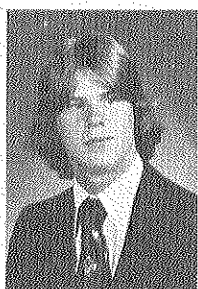
Cindy Jayne Brower
Waverly
A.B. Brower, D-231



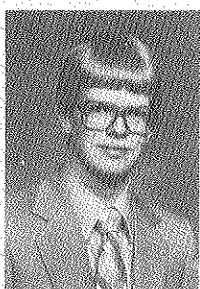
Kelly Ann Brown
Eastern
S.L. Pollard, D-422



Dianna L. Clark
Jackson
B.J. Clark, D-569



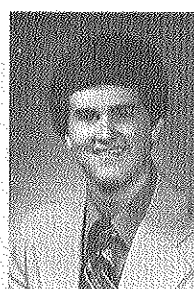
Paul A. Clausing
Clay
H.C. Clausing, D-611



Daniel L. Cottle
Clay
C.A. Cottle, D-231



Eileen Darragh
Notre Dame
M.L. Darragh, D-411



John Daulton
W. Portsmouth
D.P. Daulton, D-823



Dawn Marie Dautel
Clay
H.D. Dautel, D-240



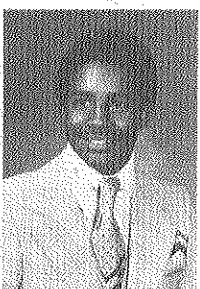
Jawan Lynette Day
Clay
C.C. Day, D-424



Jane E. Dilts
Notre Dame
R.G. Dilts, D-621



Kim Estep
Eastern
C.C. Estep, D-725



Carl F. Ferguson IV
Notre Dame
D.J. Ferguson, D-823



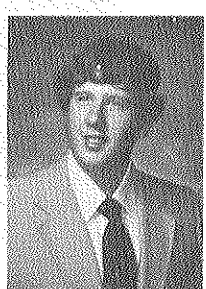
James H. Gatrell
Pike Co. Vocational
W.R. Gatrell, D-711



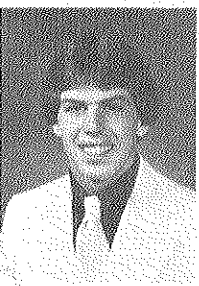
Patty S. Hardbarger
Pickaway-Ross Co.
Vocational
T.L. Williamson, D-723



Timothy M. Hayes
Portsmouth
W.J. Hayes, D-911



Carl Eugene Hines
Eastern
R. Hines, D-724



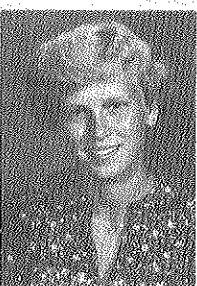
Brian Patrick Hopper
Portsmouth
C.W. Hopper, D-713



Ellen Wagner Horsley
Valley
W.C. Wagner, D-727
A.L. Wagner, D-211



Kathryn Renee Kemper
South Webster
D.E. Kemper, D-713



Kimberly Ann Kempton
Minford
C.K. Kempton, D-541



Karie Leigh Kidnocker
Chillicothe
R.E. Kidnocker, D-713



Diane C. Murphy
Minford
E.L. Murphy, D-122



GERALYN Napierkowski
Portsmouth
F. Napierkowski, D-732



Angela Marie Oylett
Scioto Co. Vocational
R.A. Oylett, D-611



Tom H. Owens
Union
H.L. Owens, D-812



Nicola Paolucci
Minford
C. Paolucci, D-610



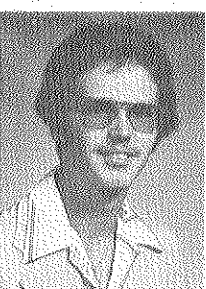
Sandra Lynn Phipps
Wellston
R.L. Phipps, D-725



Robert J. Poolos
Waverly
W.N. Poolos, D-711



Pamela K. Poore
Portsmouth
E.J. Poore, D-725



Donald Roberts
Eastern
M.E. Roberts, D-714

"The Graduates of 1980"

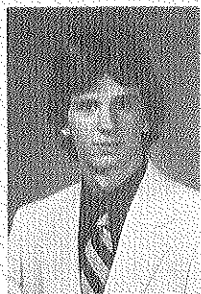
High School Graduates



Boyd W. Shugert
Portsmouth
B.W. Shugert, D-581



Lea Ann Skaggs
Jackson
C. Skaggs, D-552



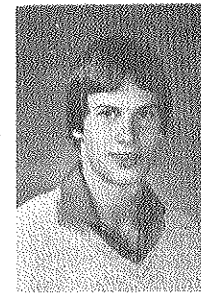
James Richard Smith
Portsmouth
J.D. Smith, D-823



Valerie Ann Sowards
Eastern
R. Sowards, D-731



Jill Alison Spriggs
E. Portsmouth
J.P. Spriggs, D-923



Onno A. Steger
Waverly
A.B. Steger, D-621



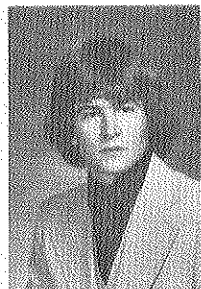
Darren Tackett
Valley
O.E. Tackett, D-126



Janette Thomas
Chillicothe
L.M. Thomas, D-829



Diane Watkins
Portsmouth
M.M. Watkins, D-725



Todd D. White
Portsmouth
R.D. White, D-611



Sherri Dawn Wickline
Jackson
M.D. Wickline, D-826



Brett A. Young
Uniono
A. Young, D-312



Philip W. Zoelner
Portsmouth
G.P. Zoelner, D-201

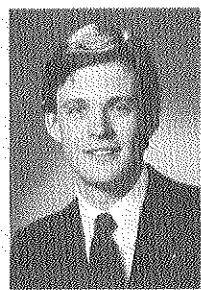
College Graduates



Jerry L. Boggs
Univ. of Charleston
E.C. Boggs, D-121



Mary Lee Bowers
Ohio State
B.L. Bowers, D-123



Robert D. Craycraft
Ohio State
R.W. Craycraft, D-132



Mary Kate Dilts
Mt. St. Joseph
R.G. Dilts, D-621



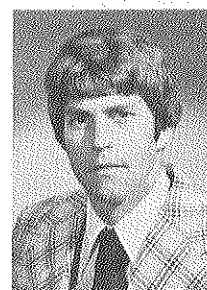
Marcia J. Duncan
Univ. of Tennessee
W.A. Welton, D-823

NO PICTURE
AVAILABLE

Robert E. Hollis
Univ. of Cincinnati
S.F. Hollis, D-426



John Kessinger
Eastern Kentucky
E.D. Kessinger, D-823



David Lynn Martin
Ohio State
The late Willis E. Martin,
D-922



Chris Paolucci
Central Missouri State
C. Paolucci, D-610



Dan Stafford
Ohio State
M.F. Stafford, D-812



Peggy D. Warren
Ohio University
R.L. Smith, D-426
R.C. Warren, D-581 (husband)



Steven R. Welton
Univ. of Kentucky
W. A. Welton, D-823

Pilo-Seam sealant suitable for remedy of home heat loss

If you spent most of the winter bundled up in sweaters and blankets trying to save money by lowering the thermostat, a few hours of work now could save you enough money during the next few years to pay for a mini-vacation in warmer climates.

A sure way to help slow down rising heating costs (and cooling costs in summer) is to seal up the tiny cracks in a half-dozen potential heat-loss areas around your house or apartment, Goodyear sealant experts advise.

Goodyear Plio-Seam sealants are available in white, aluminum and clear formulations and are packaged in easy-to-apply squeeze tubes or cartridges and can be used on aluminum, steel, glass, masonry, wood, fiberglass or ceramic surfaces.

Here are the primary candidates for heat-loss cracks:

- Foundation walls. Check them both inside and out. Where cracks are found, lay down a long bead of sealant.

- The point where the walls make contact with the foundation. Sealants such as Plio-Seam, which contract and expand, are ideal for this application.

- Openings around water faucets, clothes dryer vents, electrical outlets and air conditioners.

- Window and door frames. First, remove the loose putty from the frame, then replace with Plio-Seam.

- Siding. Check for gaps between the strips of wood, aluminum or vinyl and seal.

- The point where the siding and chimney meet. Seal the entire joint with sealant.

- Air spaces between the roof and walls. This is the spot most prone to warp or separation and all openings should be filled.

Goodyear sealants can be used by the do-it-yourselfer almost anywhere tight, waterproof, flexible and quick-drying seals are needed. Plio-Seam can also be painted.

MIP Program ceiling raised

Monthly deductions of up to \$250 may now be made by employees who purchase Goodyear stock through the Monthly Investment Plan (MIP). The former ceiling was \$150.

This payroll deduction program allows employees of The Goodyear Tire & Rubber Company and its subsidiaries to purchase, without paying any commission costs, shares or fractional shares of the company's common stock. Payroll deductions can begin with as little as five dollars per month.

Caldwell promoted



Kenneth J. Caldwell has been promoted to Section Head, General Plant Projects (D-631). He reports to W. D. Netzer, supervisor, Diffusion Plant Project Management.



Ridgeway rides in Jackson "Hike-Bike"

More than 100 people participated in the seventh annual Jackson County Hike-Bike for Retarded Citizens May 18, but none were as unique as Gene Ridgeway. Gene is paralyzed from the waist down and rode his special three-wheel hand-operated bicycle to complete the 25-mile route. A drafter in CAT's Office Services department (D-375), Gene served as honorary chairman for the Hike-Bike. Gene's wife, Paula, is a drafter in Civil Engineering (D-621) and also rode in the Hike-Bike. Gene is pictured above with his brother, Ed, who has ridden every year. The event raised more than \$2,000 in pledges through rider sponsorships.

New De Lorean automobile to feature Goodyear radial

De Lorean Motor Company's new DMC-12 sports car -- a sleek, stainless-steel-skinned two-seater destined initially for the U.S. market -- is being equipped with a Goodyear radial tire to match its advanced design.

The tire, Goodyear's NCT Radial, is a new type of steel-belted radial for high-performance cars. It was selected for the DMC-12 following a successful Goodyear test program with De Lorean. The tire is

similar to Goodyear's U.S.-made Wingfoot Radial.

Due to go into production later this year, the stylish, gull-wing-door sports car is the project of John De Lorean, former group vice president of General Motors Corp. in the United States. He expects to produce 100 cars a day by late 1981 in Belfast.

The Goodyear NCT is a low-profile, high-performance radial with natural-shaped sidewalls and a circumferential tread pattern derived from rain tires Goodyear developed for Formula 1 Racing. Through the Application of a neutral contour theory first exposed by a Goodyear mathematician 50 years ago, the NCT is built and molded to a shape in which cornering and braking forces are more equalized throughout the entire structure of the tire for improved handling.

The NCT Radial also will be standard equipment on five lines of ultra-high-performance Porsche automobiles.

The NCT has been marketed in Europe since 1978. It will be available in the United States this summer in limited quantities for special orders through Goodyear stores and dealers in Porsche replacement sizes.



GOODYEAR ATOMIC

Advertiser

Week of

You probably have seen an orange sheet with this heading and information box on Goodyear Atomic bulletin boards. It's the "Advertiser" -- a weekly classified advertisement service of the Public Communications department. The service began August 13, 1979. Employees have used the "Advertiser" to list homes, autos, miscellaneous items and services. It's also being used for car pool information. Advertisements must be submitted to Public Communications -- in writing -- by 4 p.m. each Thursday. Take a few minutes to glance through the "Advertiser" once each week. And use the publication for your classified advertisement listings. The success of the "Advertiser" depends upon its readership and use by all Goodyear Atomic employees.

PLEASE DO NOT REMOVE

Ads for private businesses cannot be accepted. Only employee ads with employee telephone numbers will be accepted. All ads must include employee name and office extension in case clarification is necessary.

All ads are subject to editing. They should be as brief as possible; lengthy descriptions will be omitted.

Ads will run only for 1 week. If an employee wishes for an ad to continue, it must be re-submitted each week by the deadline.

Cutoff time for submission of ads is 4 pm Thursdays. Ads received later will be held for the next issue.

All ads must be submitted in writing to Public Communications, X-100. Ads will not be taken over the telephone.

You Will Never Go Wrong Doing It Right - Quality Assurance.

DOE FEATURE:

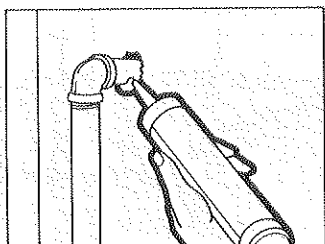
One of a Series

More Easy Steps To Save Energy Dollars

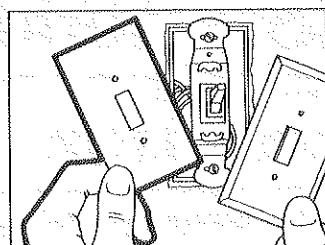
A house is like a ship floating in a sea of air. The air tries to force its way in, like water, through every crack. In winter, the cold air that leaks in has to be heated, and it forces other, already heated air to leak out. Here are two suggestions from the U.S. Department of Energy for keeping hot and cold air where they belong.

More Holes In Your Pocket

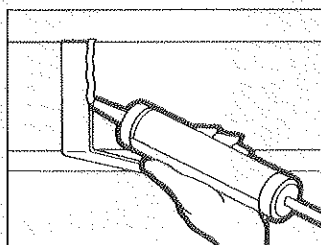
When people think of caulking and weatherstripping, they generally think of windows and doors. But most energy studies find that only 20 percent of that costly infiltration comes through these places. The other 80 percent gets in underneath the baseboards, through wall outlets, through holes where plumbing pipes and telephone



wires enter the house, through holes around exhaust fans, around dryer vents, and around sink and bathtub drain pipes as they exit from the house. These gaps and holes should all be caulked or stuffed with insulation. The electrical outlets can be sealed with inexpensive



gaskets that can be purchased at hardware stores. *Turn off the electrical current switch* for the outlets in question, remove the plastic cover plates with a screwdriver, insert the gaskets, reattach the plates, and turn the current back on.



Don't Duck the Ductwork

Where your heating and/or air-conditioning ducts pass through the living areas of the house, there is no

need to insulate them. Where they pass through unfinished attics or basements, they are an important cause of money loss. Covering ducts can save up to \$100 a year in heating costs and \$35 in central air-conditioning costs.

The most inexpensive approach is to use 2-inch foil-backed insulation and to do the ducts yourself, remembering to keep the foil facing outward. It is most important to *seal the cracks between each section of ducting with flexible caulk before you add the insulation*. Hidden air leaks coming from these cracks can limit the effectiveness of the insulation.

Encircle the ducts with insulation. Use duct tape to seal all the cracks between each section of insulation, and also seal the seam where each piece of insulation joins itself.

Fantastic!

A Japanese man has found that there's not enough words in his native language to describe the performance of Goodyear's Tiempo tire in snowy weather.

While driving the icy streets of Yokohama, Japan, on newly purchased Tiempo tires, Tetsuo Suzuki had to turn to an English adjective to express himself.

"I was so moved by the experience, I yelled, 'Fantastic!', without thinking about it," Suzuki wrote Goodyear in a two-page letter handwritten in Japanese.

He tells of finding Tiempos during a search for snow tires to put on his Toyota Corolla GT.

"At the shop... they told me that this tire could be used in rain or shine, snow or ice. Looking at the fine tread pattern, I didn't think that this tire would be good on snowy or icy roads but I bought them anyway.

"Trying it out on the track at a nearby school, I found that I could stop in a short distance from a speed of 80 kilometers per hour. I could turn corners at 70 kilometers per hour and even if it slipped some, the corners could be negotiated smoothly.

"What surprised me even more," Suzuki wrote, "is that not only could I climb hills beginning at the bottom, but starting from the middle of a steep grade, I could climb it easily."



DOE testing electric van

The first of five electric-powered vans has arrived in Oak Ridge to become the newest performer in a Department of Energy (DOE) program to conserve energy.

The compact, white-colored vans, carrying 17 six-volt batteries rather than a conventional gas tank, were obtained by DOE's Oak Ridge Operations and assigned for use and testing at DOE's Oak Ridge National Laboratory.

The vans will serve a dual purpose. Their performance will be evaluated as part of DOE's national Electric and Hybrid Vehicle Demonstration Program and will aid DOE's Oak Ridge Operations in meeting its energy conservation objectives.

The five Electra Van 6.00's, designed to carry four passengers or a driver and 500 pounds of cargo, are manufactured by Jet Industries, Austin, Tex. They have a range of 30-35 miles per charge and can reach speeds of up to 55 miles per hour using a four-speed manual transmission.

"The vehicles will fit in nicely with our already successful efforts to conserve gasoline," according to V. J. D'Amico, Energy Conservation Coordinator for DOE's Oak Ridge Operations.

"Gasoline consumption at DOE installations in Oak Ridge plus other ORO facilities at other locations was down by more than 20 percent for the first three months of 1980 compared to the same period in 1979," D'Amico said. Some 2,400 vehicles are maintained for transportation use throughout Oak Ridge Operations' facilities in four states and Puerto Rico.

Retirees

Four Goodyear Atomic employees retired recently, each having accumulated more than 25 years of service.

Joseph T. Rhea, Portsmouth, police officer, retired for health reasons effective April 1.

William D. Nunn Jr., Chillicothe, general foreman (D-712), elected to take early retirement effective May 1.

Carl Ferguson, Portsmouth, EEO staff, took normal retirement effective May 1.

Zach G. Phillips, Portsmouth, foreman-Maintenance (D-726), elected to take early retirement effective May 1.

The WINGFOOT CLAN

GOODYEAR ATOMIC CORPORATION
A Subsidiary of The Goodyear Tire & Rubber Company
Acting Under

U. S. Department of Energy
Contract DE-AC05-76OR00001

Published Monthly in the Interest of Employees of the
GOODYEAR ATOMIC CORPORATION
An Equal Opportunity Employer

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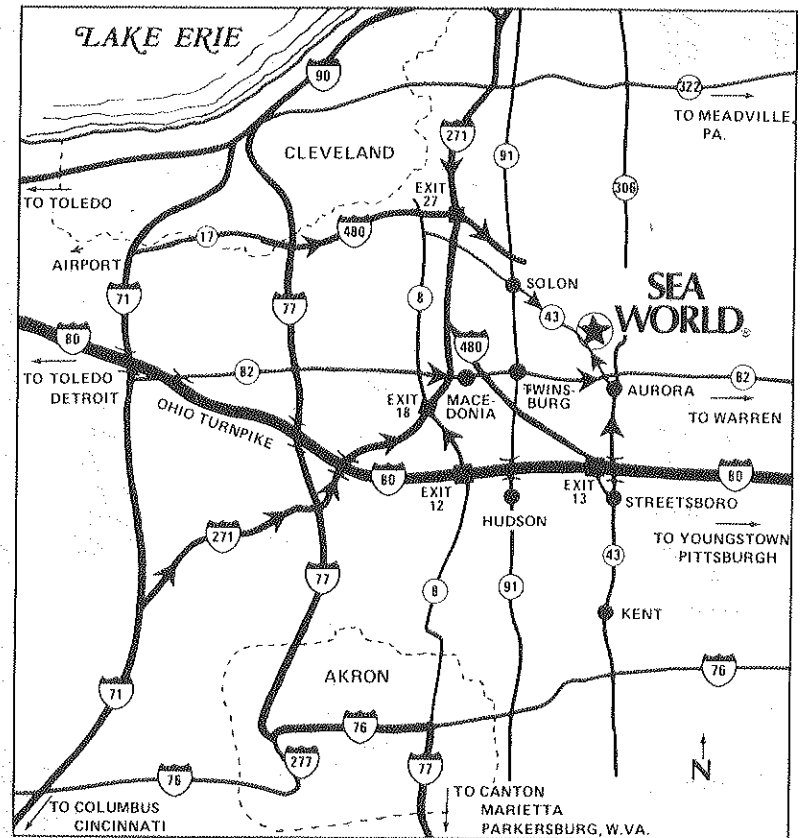
Third time's a charm

Surrounded by his family and well-wishers in victory lane, 1980 Indy 500 winner Johnny Rutherford shows everyone that this was his third Classic title. Riding on Goodyear tires, Rutherford finished 30 seconds ahead of Tom Sneva to collect a record \$318,000. Rutherford's other championships came in 1974 and 1976.



"Women for Energy" complete training sessions

Members of "Women for Energy," the Goodyear Atomic chapter of Nuclear Energy Women (NEW), participated in a series of training sessions in the Cafeteria April 28 - May 1 in preparation for speeches and presentations before local women's civic and service organizations. Pictured above are Starlene Brooks (D-542), Donna Cranston (D-631), Bonnie Rumble (D-631), Larissa Blackledge (D-920) and Dorothy Ferguson (D-823).



Sea World

Recreation Corner

*Nautilus Health Spa in Wheelersburg opened May 5 and features special membership rates for Goodyear Atomic employees and their spouses.

The new Nautilus has a complete offering of equipment, parking areas, a sauna, separate locker and shower rooms and a sun-tan booth (for members only). Trained instructors are on duty at all times to assist with the use of the Nautilus exercise equipment. Hours are as follows:

Monday	12-9	Thursday	Saturday	12-6
Tuesday	11-7	Friday	Sunday	1-5
Wednesday	12-9			

At other times, women have exclusive use of the facility. Their special times are from 10-12 a.m. on Monday, Wednesday, Friday and Saturday and from 7-9 p.m. on Tuesday and Thursday.

Adult costs are \$150 for a half-year or \$230 for a full year. A high school or junior high school membership is \$150 for a full year. The special price for GAT employees and spouses is \$200 per year, which is \$30 off the regular price.

*August has been deemed "Goodyear Atomic Family Month" by Sea World at Aurora, Ohio. Through this discount program, special prices will be offered to GAT employees for admission to Sea World. The Employee Activities Committee (EAC) will be mailing Sea World cards to all employees in the near future.

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