the WING FOOT CLAN

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

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Goodyear scholarship program records its fourth GAT winner

Andrew D. Hertler, a senior at Chillicothe High School, will enter Purdue University this fall with assistance from The Goodyear Tire & Rubber Company in the form of a National Merit Scholarship.

His father is James C. Hertler, supervisor, Diffusion Plant Engineering (D-741).

Andy holds first chair in the cello sections of both the orchestra and string ensemble, has participated in two choruses and was involved in two musicals at Chillicothe High School. He has been a member of both his church choir and community chorus for several years.

Andy has participated in many scholastic competitions and received awards for mathematics, writing and English. He has chosen to study electrical engineering at Purdue.

The National Merit Scholarship Corporation, an independent organization, awards 1,500 scholarships nationally each year to students selected from more than 14,000 finalists in scholastic competition. The scholarships are sponsored by corporations, foundations, trust funds, unions and professional associations.

Goodyear's corporate Merit Scholarship program makes available a minimum number of four-year scholarships each year for the sons and daughters of full-time Goodyear or subsidiary employees.

Retirees

John P. Nash, Waverly, mobile equipment mechanic (D-752), retired May 1 after more than 28 years of service.

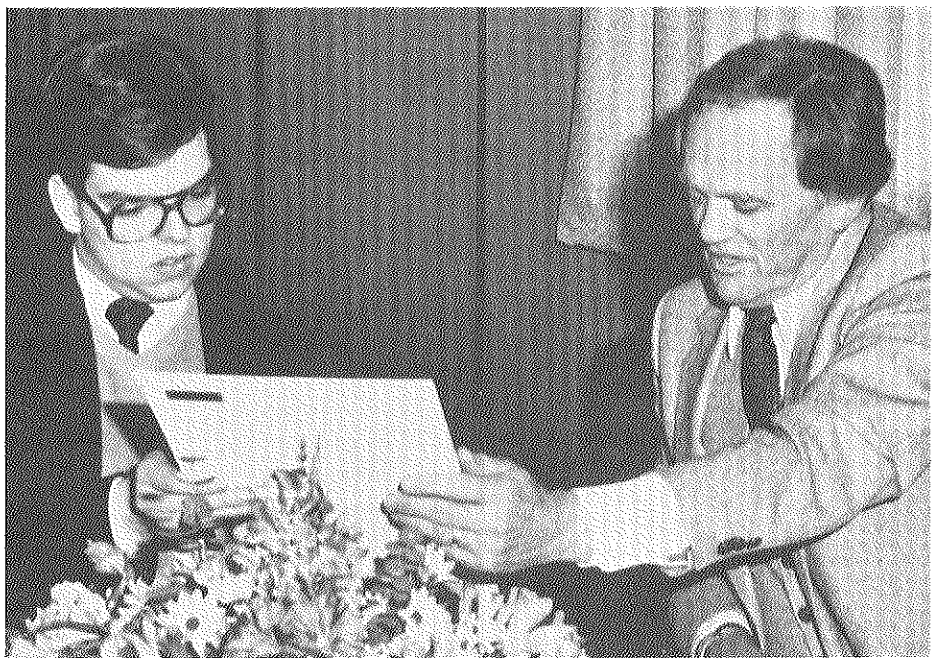
Stanley H. McNelly, Piketon, car driver (D-752), retired effective May 1 after more than 14 years of service.

Top Ten bicycle races postponed

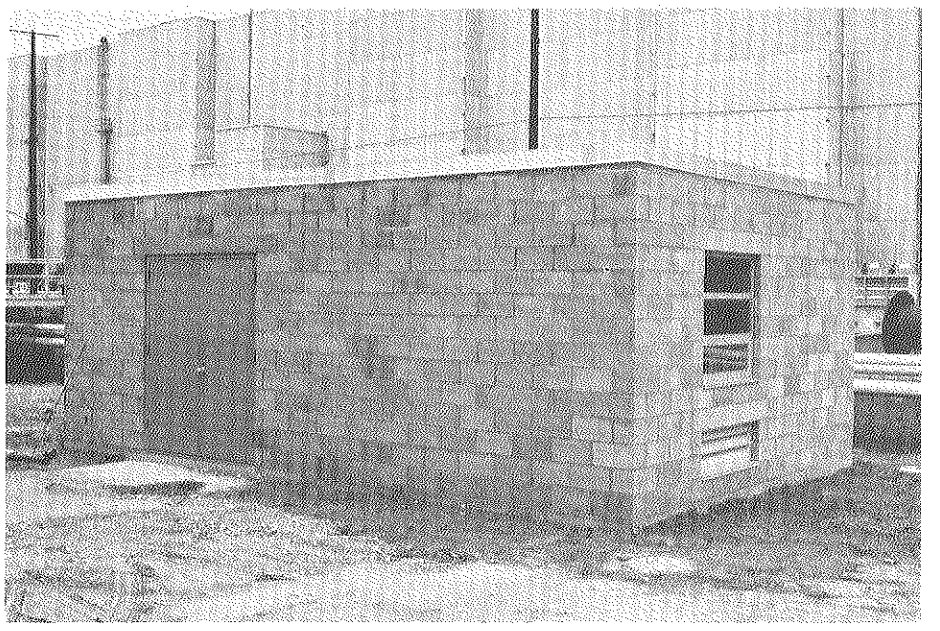
The 3rd Annual "Hot Wheels" Bicycle Races, an activity for local youth conducted by Goodyear Atomic's Top Ten Club, have been postponed until Sunday, June 12.

Poor weather resulted in an initial postponement of the races from May 1 until May 8. The second postponement was caused by more rainy weather.

The location for the June 12 activity will be the Pike County Fairgrounds. Gates open at noon and races begin at 1:00 p.m. Races are conducted in categories from pre-school through age 16.



Andy Hertler (left) was honored during a special luncheon recently at the plant for his accomplishments in winning a National Merit Scholarship through The Goodyear Tire & Rubber Company. Nate Hurt, general manager, presented Andy's scholarship certificate.



The secondary pumping station for the X-705 Building's Recirculating Heating Water (RHW) system is housed in this new block structure nearby. The system will be providing hot water from the gaseous diffusion process to heat the X-705 and two additional plant buildings by December 1983.

Diffusion buildings to benefit from waste heat recovery project

Heat from the gaseous diffusion process — normally dissipated into the atmosphere — soon will be used for the heating of three more buildings at the Portsmouth Area Uranium Enrichment Plant.

Through a Process Waste Heat Utilization Project, heat from compression of uranium hexafluoride in the gaseous diffusion process will be used in the X-700, X-705 and X-720 buildings.

Clayton Dahl, engineer, senior, Mechanical Engineering (D-561), and lead engineer for the project, noted that piping, heater units and secondary pumping stations now are being installed, with an estimated completion date of December 1983. The project contractor is A. J. Stockmeister, Inc., Jackson.

In the gaseous diffusion process, freon is used to cool uranium hexafluoride gas. The freon is then cooled in condensers by the transfer of heat to water. Through Recirculating Cooling Water (RCW) systems, the heat (as steam vapor) is dissipated through several cooling towers into the atmosphere.

(Continued on Page 2)

For April 1983

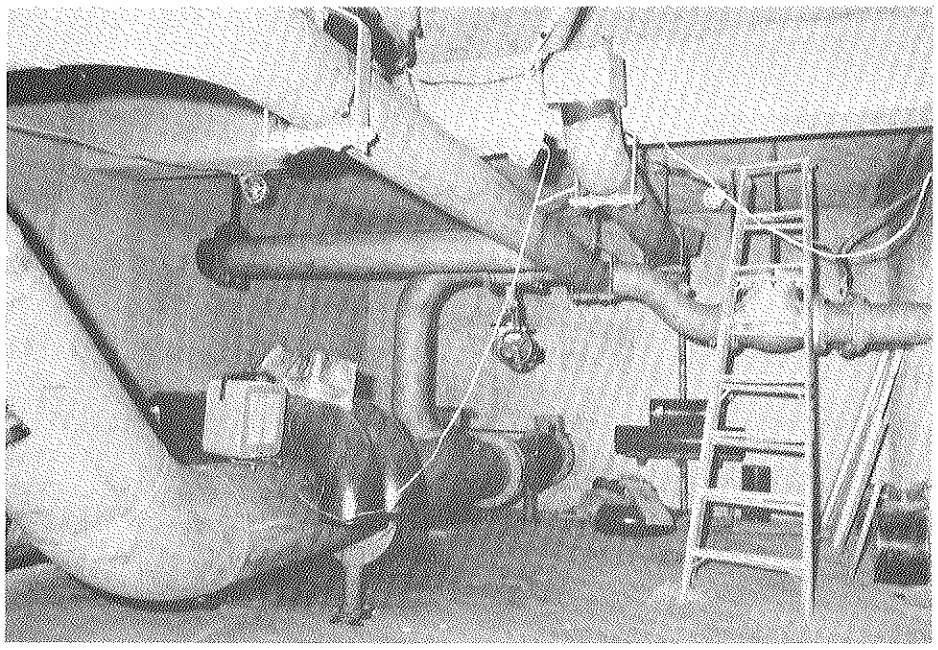
GCEP HIGHLIGHTS

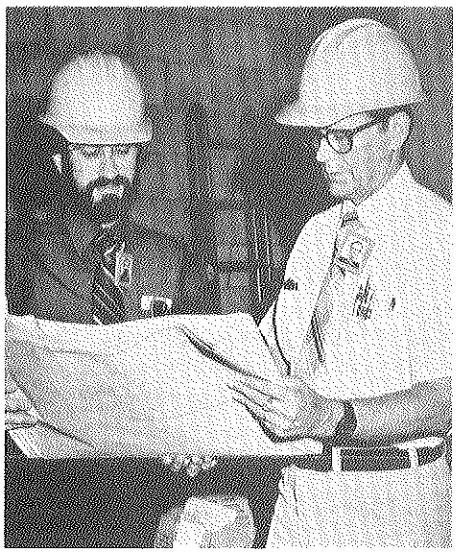
* Process Support Building X-3012, located between Process Buildings 1 and 2, was turned over to Goodyear Atomic in April. Efforts are under way by GCEP Maintenance and Production personnel to move into the facility.

* Utilities personnel of the GCEP Production Division are working to prepare for operation of the Air Plant/Pumphouse (X-6000) for supplying cooling water and air to the R/A Building and Process Building #1.

* Hourly and salary personnel from the Production Division began the first shift operations April 25 in preparation for operation of the X-6000 Facility and Cooling Tower X-6001.

* The X-7721 Maintenance, Stores and Training Building (MSTB) contract was awarded to the Sherman R. Smoot Company, which was given the Notice-to-Proceed with construction on April 8. The building shell and interior are to be completed by July 25, 1984. All work except the Automatic Storage and Retrieval System (ASRS) is to be complete by Sept. 25, 1984, with that system being completed about two months later. This milestone represents a five-month improvement over the original projected beneficial occupancy date of Feb. 28, 1985.





Water system to provide building heat by December

The construction contractor now is completing work on the X-700, X-705 and X-720 Recirculating Heating Water systems. Work progresses in the basement of the secondary pumping station building (above) near the X-705 Building. Kareld Solomon, project manager, and Clayton Dahl, lead engineer, review design of the new system (left).

Hot water recovery expands

(Continued from Page 1)

Kareld Solomon, engineer, senior, Diffusion Plant Project Management (D-566), and project manager for the Process Waste Heat Utilization program, said that a Recirculating Heating Water (RHW) system which takes hot water from the X-330 process building RCW system now is being used to provide for heating of buildings in the Gas Centrifuge Enrichment Plant (GCEP). Taps into the RHW system will enable the piping of heating water to the three buildings in the gaseous diffusion plant through the new project.

The heat recovery system was designed by an architect/engineering (A-E) firm from Roanoke, Va. Solomon noted that projected savings in BTUs per year are 62.8 billion for the X-720 Building, 113.8 billion for the X-700 Building and 42 billion for the X-705 Building — a total savings of more than 218 billion BTUs per year.

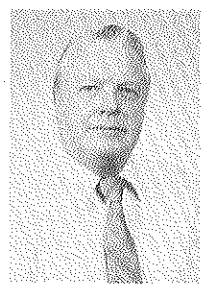
Reading from the Conceptual Design Report prepared by the A-E, Solomon noted that the "payback" period was expected to be four and one-half years based on a projected cost of $4.2 million for engineering work and construction of a system to heat the buildings.

However, the actual payback might be better than the original projection because of a higher flow rate which might be required for complete heating.

Clair Langebrake, coordinator, Energy Conservation (D-551), said that waste heat already is being used in the gaseous diffusion plant to heat the X-343, X-630 and X-633 buildings. Studies also are under way by outside agencies to determine the feasibility of using the waste heat for an industrial complex north of the plant.

Through utilization of gaseous diffusion process waste heat, the only steam to be required for the gas centrifuge plant will be for heating of feed cylinders and for cleaning, Dahl explained. He and Langebrake agreed that without this heat recovery, a separate steam generation plant probably would be required for GCEP.

"Based on a cost of $32 per ton for coal, the possibility that all eight GCEP process buildings are completed and that each permanent facility there uses this available energy, utilization of waste heat at the Portsmouth plant eventually could result in savings of more than $2.6 million per year," Langebrake said.



Nichols

Promotions

George H. Nichols has been promoted to General Foreman, Material Distribution & Control (D-226), within the R/A Facilities Division. He reports to E. V. Clarke Jr., supervisor.

Hayes becomes R/A supervisor

Cheryl D. Hayes has been promoted to Supervisor, Training, Quality Control and Safety (D-207) for the Gas Centrifuge Enrichment Plant's Recycle/Assembly Division. She reports to Gary L. Cormany, division manager.

Hayes joined Motor Wheel Corporation, a subsidiary of The Goodyear Tire & Rubber Company with headquarters in Lansing, Mich., in September 1974 as a member of its Production Squadron. She worked in both production supervision and industrial relations assignments at Motor Wheel before being transferred to Goodyear Atomic in November 1980 as an industrial engineer.

Cheryl was graduated with a bachelor's degree from Michigan State University in 1974. She is a resident of Chillicothe.

Hayes

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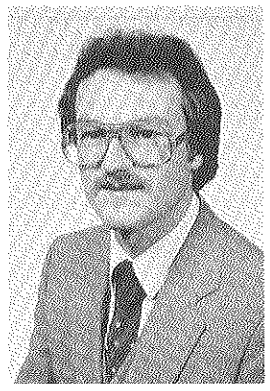
Spradlin



Bossow

Spradlin, Bossow are promoted

Cassandra N. Spradlin has been promoted to Supervisor, GDP Environmental Safety and Health (ES&H), reporting to Richard L. Shepler, plant manager. Donald E. Bossow has been promoted to Supervisor, GCEP Environmental Safety and Health, reporting to Ralph A. Burkley, plant manager.

Sandy joined Goodyear Atomic in August 1973 as an Industrial Hygiene & Health Physics surveyor. She became an industrial hygienist in November 1975 and was named section head, Environmental Surveillance, in the IH&HP Department in February 1978.

She was graduated from Ohio University in 1970 with a bachelor of science degree pre-med in zoology. She is now completing master's degree work at Marshall University in occupational health and safety management.

She and her husband, Ted, have two daughters and live in Waverly.

Bossow joined GAT in August 1978 as an industrial hygienist. He was named staff industrial hygienist and group leader in December 1980.

Don was graduated from the University of Michigan with a bachelor's degree in French language and literature in 1977 and with a master's degree in industrial hygiene in 1978. He has completed coursework at Ohio University toward a master's degree in industrial engineering.

He is a member of the American Industrial Hygiene Association, a diplomate of the American Academy of Industrial Hygiene, and a Certified Industrial Hygienist.

Don and his wife, June, live in Chillicothe.

For 24-hour operation

Six shift superintendents selected for centrifuge

Six Goodyear Atomic employees have been promoted to the position of shift superintendent for the Gas Centrifuge Enrichment Plant (GCEP), reporting to Ralph A. Burkley, plant manager.

They are John D. Delabar, H. G. Johnson III, Franklin R. Perry, William F. Potts, John F. Wettstein and Howard L. White.

Delabar joined Goodyear Atomic in July 1953 as a Production process operator-in-training. He was named foreman, Power Operations, in October 1958 and became general foreman, Utilities Operations, in May 1981.

A veteran of the U. S. Army, Delabar has attended The Ohio State University, Ohio University and DeVry Technical Institute. He and his wife, Annetta, live in Waverly.

Johnson joined GAT in November 1953 as a power coordinator-foreman. He was named Community Relations coordinator in July 1966 and shift superintendent for the gaseous diffusion plant in May 1973. He became director, Human Resources, in August 1978, and was assigned to GCEP in October 1981 to develop emergency and operations plans.

Johnson was graduated from Fairmont State College in 1950 with a bachelor's degree in education. He and his wife, Barbara, live near Waverly.

Perry joined Goodyear Atomic in June 1954 as a Production process operator-in-training. He became foreman, Process Area, in October 1974, and was named assistant cascade coordinator in August 1980.

Perry is a veteran of the U. S. Navy. He and his wife, Jan, live in Waverly.

Potts joined GAT in July 1953 as a power operator-in-training. He was named power construction coordinator in 1972 and became general foreman, Process Operations, in 1978.

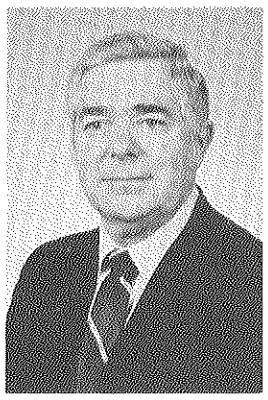
Potts is a veteran of the U. S. Navy and has attended Ohio University. He and his wife, Margie, live in Portsmouth.

Wettstein joined GAT in August 1954 as an electrician 1/C. He was named Maintenance foreman in April 1976 and Maintenance coordinator in June 1978.

Wettstein is a veteran of the U. S. Air Force. He and his wife, Georgia, live in Waverly.

White came to work for GAT in November 1953 as a process operator-in-training. He was named foreman in December 1974 and assistant cascade coordinator in March 1980. He is veteran of the U. S. Army Military Police Corps. He and his wife, Geneve, live in Sciotoville.

Delabar



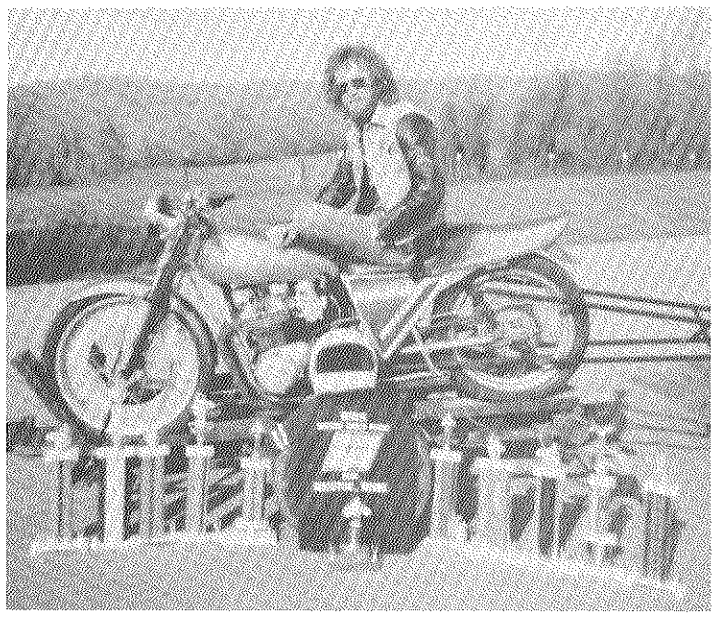
Johnson

Perry

Potts

Wettstein

White



Tim Hart (D-156) has been a motorcycle drag racer since 1972. He was track champion at Marion County International Speedway in 1982 and placed third in the recent Busch Invitational in Orlando, Fla. Trophies and prize money are two incentives in addition to the simple enjoyment of the sport.

CYCLE RACING

Spring means start of new season for Goodyear employee Tim Hart

By Esther Downey

A familiar thought has been changed to "It's springtime and a young man's fancy turns to thoughts of motorcycles" — especially for people like Tim Hart, GCEP field mechanic (D-156).

Hart became involved in the sport of motorcycle drag racing in 1972 and in March 1983, placed third in the Busch Invitational in Orlando, Fla.

He was introduced to the sport in high school as an observer at the old Raven Rock Drag Strip west of Portsmouth.

Motorcycle drag racing was developed shortly after World War II. There are five sanctioning bodies of the sport, including the International Hot Rod Association (IHRA), Professional Drag Racing Association (PDRA), National Hot Rod Association (NHRA), International Drag Bike Association (IDBA) and the Drag Bike Association (DBA). These governing overseers ensure that safety rules and bike specifications are followed.

After two years of racing, Tim was a runner-up at Pro-Am Nationals at Larue in Marion County, in the IHRA bracket. He was track champion at Marion County International Raceway in September 1982, which qualified him for World Finals competition in the PDRA bracket in Bristol, Tenn., in November. However, an unfortunate accident unrelated to racing prevented him from racing.

Hart now races all over the Eastern United States, but concentrates his efforts to within 200 miles of home. The racing season begins in April and usually is finished by October or November. During the first part of the season bikers race only on Sundays; later, Saturdays are included in the schedules.

His "Mean Machine" is basically a stock Kawasaki, which means that the construction of the frame has not been altered. The body components are fiberglass to maintain lower weight and the engine is specially modified for racing. The engine began as a 900 cubic centimeter (CC) displacement but was converted to a displacement of 1132 CCs.

His bike weighs about 400 pounds and develops 120-125 horsepower.

"Wheelie" bars — long chrome moly steel tubular bars with two small wheels at the end and attached behind the bike — aid in stability and traction.

As in any racing sport, a non-sponsored competitor must shoulder the financial burden. Season maintenance costs can exceed $4,000. Entry fees and transportation to and from races are all paid by the participant. Tim has been successful in obtaining partial sponsorships from some local merchants.

A race consists of a set of time trials in which there may be 20 to 80 cyclists competing. Three categories are based on quarter-mile times of 0-10:00 seconds, 11-12:99 seconds and 13 seconds and up. The next segment of the race is eliminations, in which a pair of racers run against each other. Prize money ranges from $100 to $500 but can go as high as $5,000 in national races.

Races are usually conducted on a quarter-mile track — some are one-eighth mile in length. Tim travels the quarter-mile in about 10 seconds, shifting four times. His bike accelerates to 130-135 miles per hour in that 10 seconds.

A leather suit, helmet and boots are the only protection between the rider and the track.

New Goodyear blimp to be built by late 1985

Goodyear has announced it is building a new, advanced technology airship to join its fleet of blimps. The new aircraft will have advanced composite materials in its car, nose cone and control surfaces; turbine power and ducted fans in place of conventional pusher propellers. Although not much larger than present airships, it will be faster, quieter, carry more passengers and will have improved handling qualities at low flight speeds. First flight is expected in late 1985 or early 1986. A similar airship will be built at a later date for use in Europe.

Advanced design planned for new blimp

Goodyear announced today it is using the world's latest technologies to build a new airship that is larger, faster and more maneuverable than its current Goodyear blimps.

The airship will use modern, nonmetallic materials and state-of-the-art electronics, and will be the first turbine-powered airship, said Fred Nebiker, director of business development at Goodyear Aerospace. Nebiker outlined details of the new airship May 13 at a Navy lighter-than-air reunion and ceremony at Pensacola, Fla.

The new blimp will have ducted fans that will replace the existing propellers. The fans can be tilted up or down to permit the airship to operate vertically during takeoff and landing. The fans also will be quieter and provide improved control in slow-speed and ground-handling maneuvers.

The passenger cabin will be larger, with panoramic windows, more comfortable accommodations and greater passenger capacity. The ship will carry nine passengers instead of the present six, and the pilot station will feature electronics and flight control systems rivaling those of modern airliners and jet fighters.

The welded steel tubes and aluminum skins of the present airship cars will be replaced by advanced, nonmetallic aircraft materials. These lightweight, high-strength carbon or aramid composites also will be used in the nose cone and aft fin structures.

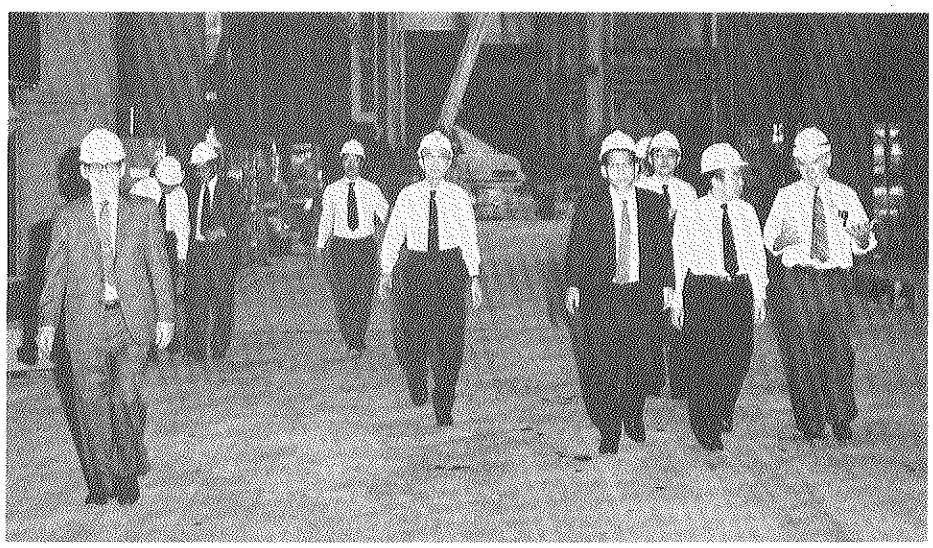
The envelope will be of Neoprene-impregnated Dacron polyester fabric, as with the current airships, but an improved nightsign with truer colors and greater resolution will be added.

Turbine engines will drive the ducted fans, providing greater power and response than the engines and propellers on the Goodyear blimp fleet. The airship's quieter presence will be an especially desirable feature when the ship is used to cover such sporting events as golf tournaments, Nebiker said.

The airship, called model GZ-22, will fly at a maximum speed of 65 mph, up from 50 mph for the present airships. Cruising speed will be 45 to 55 mph compared to 35 mph for the existing Goodyear fleet. The increased speed means shorter ferry times between assignments, making the airships more productive while demonstrating the benefits of the new propulsion system, advanced materials and controls.

The airship will be designed, developed and certified in Akron by Goodyear Aerospace Corporation. The company will use the skills and talents of its own experienced airship people and components supplied by many leading manufacturers. It will be erected and test-flown at Goodyear's Wingfoot Lake Test Operations based near Akron.

First flight is expected late in 1985 or early in 1986. It will be assigned to one of Goodyear's three blimp field locations in the United States: Pompano Beach, Fla.; Houston, Texas, or Los Angeles, Calif. A similar airship eventually is expected to be based at Rome, Italy, to replace the Europa, currently stationed there.



Japanese delegation visits Portsmouth plant

A group of Japanese utility executives visited the Portsmouth Gas Centrifuge Enrichment Plant April 27 for the purpose of seeing first-hand construction work in progress at the site. Japan is a major customer of U. S. Department of Energy uranium enrichment services. A tour of GCEP was conducted by W. L. Walker, manager of DOE's Portsmouth Project Office, and Ralph A. Burkley, plant manager, GCEP, for Goodyear Atomic.

McCrary promoted to GCEP supervisor

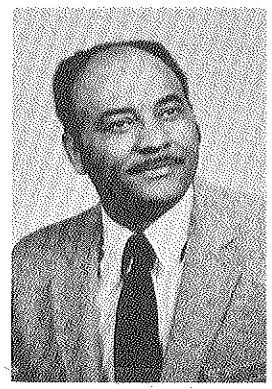
Doy L. McCrary has been promoted to Supervisor, Process Maintenance (D-156), reporting to Joseph J. Eyre, manager, GCEP Maintenance Division.

McCrary joined GAT in June 1975 as a process maintenance mechanic 2/C. He was named foreman in April 1976 and general foreman in June 1979. McCrary joined the GCEP Maintenance staff in October 1981.

McCrary served in the U. S. Air Force from 1952 through 1962. Prior to joining GAT, he was employed by Mead Corporation, Chillicothe.

McCrary presently is enrolled in a business management technology program at Ohio University's Chillicothe campus.

He and his wife, Christine, have two children and live in Chillicothe.



McCrary