the WING FOOT CLAN

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

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Technical Services Director Bill Schultz presented the sixth Goodyear Atomic National Merit Scholarship in 21 years on May 20 to Christine M. Orlett, daughter of Michael J. and Nancy Orlett. Mike Orlett is a senior research chemist (D-521) for GAT.

INDEPENDENCE DAY

On July 4, 1776, a nation was born when a group of small, somewhat insignificant colonies broke away from the mother country of England.

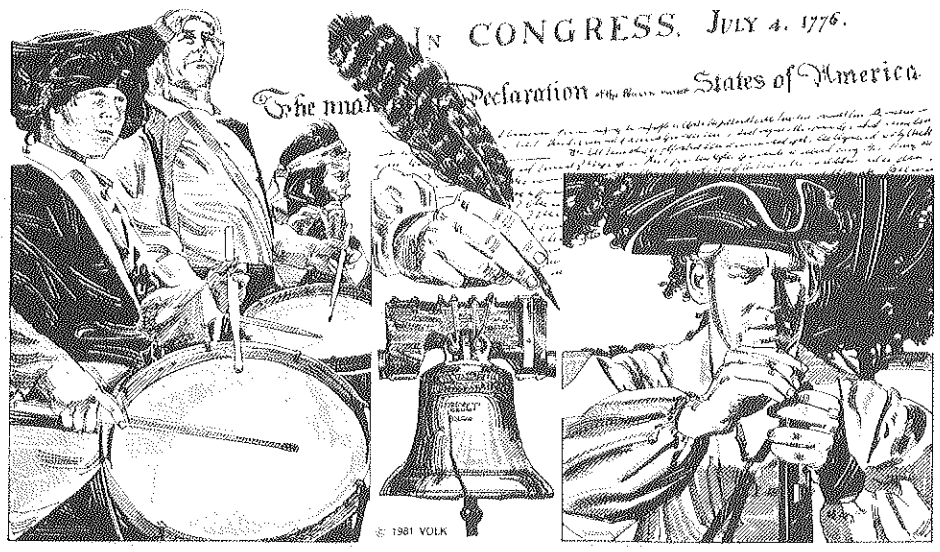
Because the determination of the colonists was as great as the distance from England, the rebellion succeeded. The 208th birthday of the United States is July 4, 1985.

At this time, we can reflect on our rights of choosing our jobs, the means through which we use our after-tax earnings, our education, our religion, our home. We have the right to make our own decisions, right or wrong — the right to risk failure or to gain success.

America has survived 208 years this July 4th. During this holiday period let us remember the American's Creed, written by William Tyler Page, clerk of the United States House of Representatives, and adopted by Act of Congress on April 6, 1918.

"I believe in the United States of America, as a government of the people, by the people, for the people; whose just powers are derived from the consent of the governed; a democracy in a republic; a sovereign nation of many sovereign states; a perfect union, one and unseparable; established upon those principles of freedom, equality, justice and humanity for which American patriots sacrificed their lives and fortunes.

I therefore believe it is my duty to my country to love it, to support its constitution, to obey its laws, to respect its flag, and to defend it against all enemies."



Sixth GAT Merit Scholarship awarded to Christine Orlett

Christine M. Orlett, a graduating senior at Portsmouth High School, will pursue a career in medicine with assistance from The Goodyear Tire & Rubber Company in the form of a National Merit Scholarship.

She is the daughter of Michael J. Orlett (D-521), senior research chemist for Goodyear Atomic Corporation.

Christine has been active in many extracurricular activities such as the Quiz Bowl Team (for three years), Latin Club, Spanish Club, Algebra I scholarship team, English 10 scholarship team, American History scholarship team, National Honor Society, Homeroom Secretary and Guidance Office worker.

In each of the last three years, Christine has recorded top scores in Ohio Test of Scholastic Achievement competition in English, American History and Science. She also received a first-place award in American History at the Marshall University Academic Festival.

She is the recipient of a Daughters of the American Revolution "Good Citizen Award" and has been recognized by both local and state Boards of Education for her achievements.

Aside from scholastic activities, she has taken night courses at Shawnee State Community College, tutored elementary school children with learning problems and worked several hours per week as a medical scribe.

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 and have the purpose of identifying and honoring exceptionally talented high school students. The corporation handles the selection of winners and the administration of the awards.

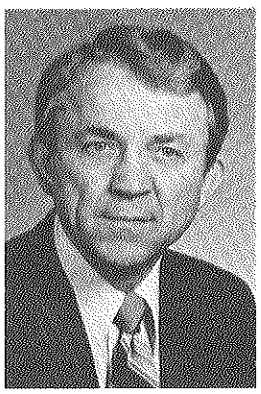
Each year The Goodyear Tire & Rubber company provides a minimum of 25 National Merit Scholarships to the sons and daughters of employees,

(Continued on Page 4)

Schultz reaches 35-year milestone

William R. Schultz, director, Technical Services, celebrates 35 years of service with The Goodyear Tire & Rubber Company June 21.

Schultz began his career with The Goodyear Tire & Rubber Company as a member of its Production Squadron in Akron in June 1950. He became a planning engineer a few months later and was appointed manager, Corporate Plant Planning, in 1962. In 1969, Schultz was transferred to the subsidiary Kelly-Springfield Tire Company as manager of its Fayetteville, North Carolina, plant. In 1974, he became manager of the subsidiary's Tyler, Texas, plant.



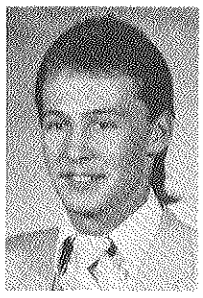
Schultz

Schultz was transferred to Goodyear Atomic Corporation in January 1977 as assistant general manager, Technical Services. With a reorganization of GAT management in July 1981, he became director, Technical Services.

Schultz was graduated from the University of Cincinnati in 1950 with a degree in mechanical engineering. He is a veteran of the U.S. Army, having served from May 1943 to July 1946. He also worked as a Cooperative Trainee for Ohio Steel Foundry, Lima, from June 1941 through May 1943 and from July 1946 through September 1949.

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

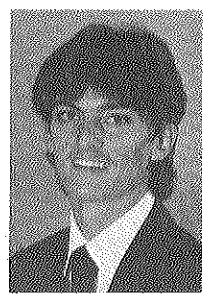
Congratulations to The Class of 1985



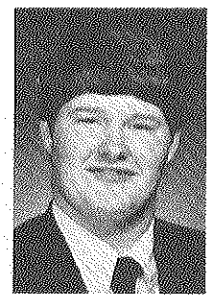
Darren J. Adams
Valley
W. C. Adams, D-724

Marika Alatsis
Unioto
A. C. Alatsis, D-306

Melissa L. Armstrong
Jackson
J. R. Armstrong, D-511



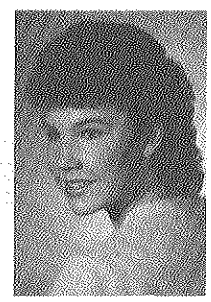
Larry D. Blaum
Waverly
L. M. Blaum, D-424



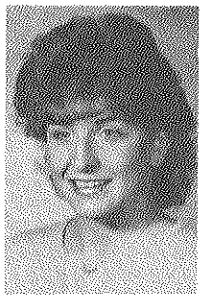
Paul D. Boggs
Wheelersburg
D. R. Boggs, D-156

Nancy J. Brown
Waverly
S. L. Pollard, D-424

Elena C. Cardenas
Notre Dame
A. L. Cardenas, D-521



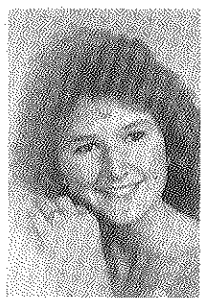
Kristin M. Carlson
Portsmouth
B. J. Carlson, D-516



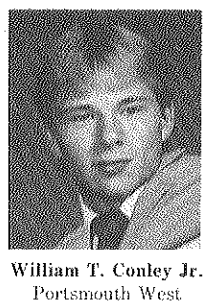
Staci J. Caudill
Portsmouth
M. C. Caudill, D-376

Donna J. Christman
PCJVS
D. J. Christman, D-817

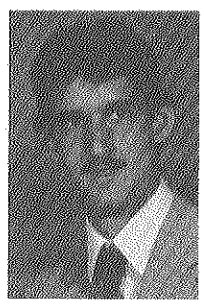
Christian A. Clark
Jackson
G. W. Clark, D-313



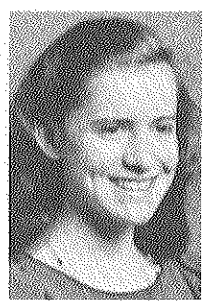
Kemberly J. Colley
Northwest
V. K. Colley, D-711



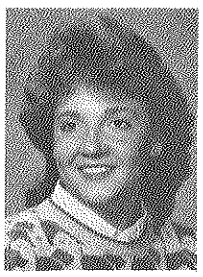
William T. Conley Jr.
Portsmouth West
W. T. Conley, D-623
Grandfather,
W. E. Conley, D-206



Damon W. Crabtree Jr.
Eastern
D. W. Crabtree, D-313



Teresa G. Crabtree
Eastern
J. H. Crabtree, D-377



Kristina Creech
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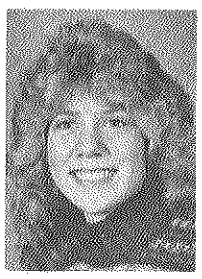
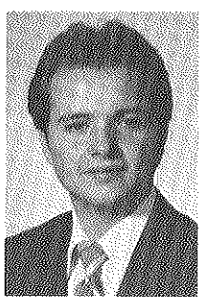
W. W. Curry, D-711
J. A. Curry, D-812

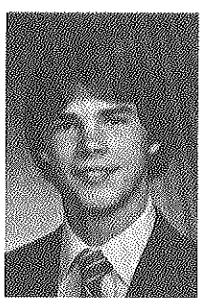


Kimberly Curry
Portsmouth
W. W. Curry, D-711
J. A. Curry, D-812

Robert R. Dalton
Waverly
J. A. Dalton, D-454



Kenny Dyer
Minford
E. Dyer, D-829



Robert G. Gatrell
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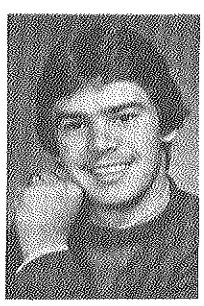
R. R. Gatrell, D-213

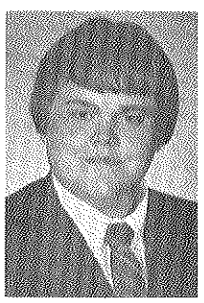
Nancy C. Gibson
Portsmouth
R. D. Gibson, D-712



Ryan K. Gillette
Northwest
F. G. Gillette, D-562

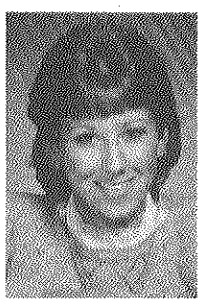
Susan L. Gregory
Minford
R. B. Gregory, D-156

Gretchen A. Gross
Wheelersburg
C. D. Gross, D-562

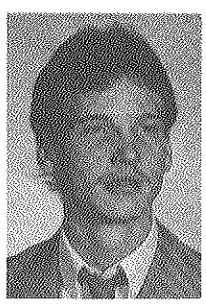


Joseph B. Halcomb
Portsmouth
J. B. Halcomb, D-314
B. E. Halcomb, D-366

Marc Harrel
Chillicothe
L. J. Harrel, D-226



Melissa D. Harrison
Jackson (JVS)
S. J. Harrison, D-425



Stephen M. Hart
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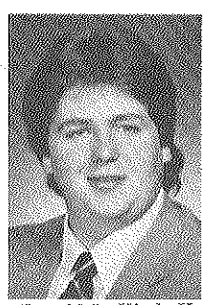
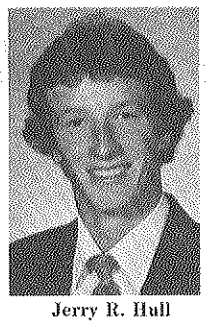
R. C. Hart, D-742



Ronald L. Hinds II
SCJVS
R. L. Hinds, D-156

Angela K. Hughes
Oak Hill
R. L. Hughes, D-590



Jerry R. Hull
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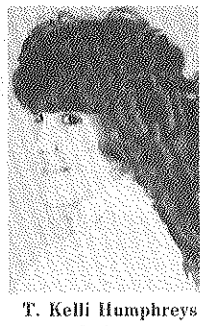
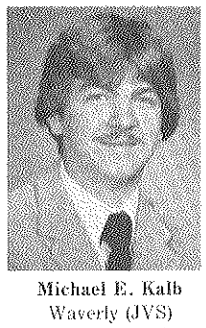
J. R. Hull, D-734

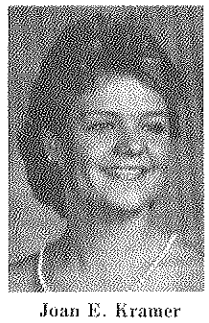


T. Kelli Humphreys
Jackson
R. N. Humphreys, D-739

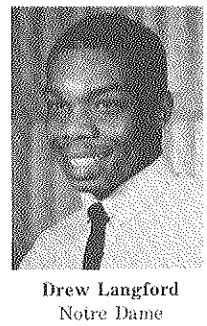
Elaine M. Jackson
Notre Dame
D. L. Jackson, D-569



Michael E. Kalb
Waverly (JVS)
E. S. Slaughter, D-721
E. G. Kalb, D-563



Joan E. Kramer
Farragut (Knoxville)
C. E. Kramer, D-320



Drew Langford
Notre Dame
A. Langford Jr., D-729
J. Langford, D-525

Michele L. Martin
Chillicothe
D. W. Lovensheimer, D-453

Kimberly Malone
SCJVS
G. F. Malone, D-222

Dianne C. Mason
Portsmouth East
E. Crisp, D-221

Joy L. Mason
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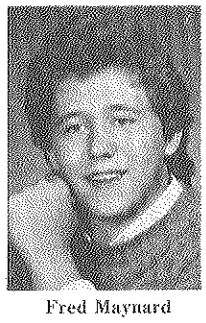
J. L. Mason, D-115



Fred Maynard
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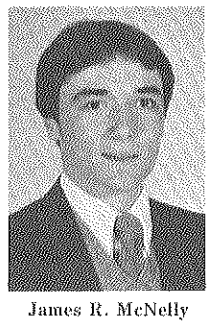

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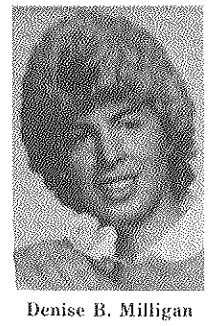

Denise B. Milligan
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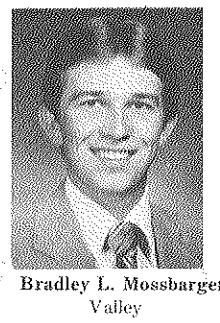

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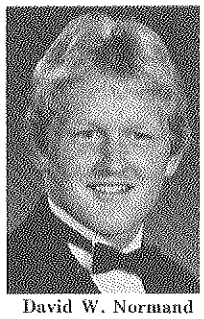

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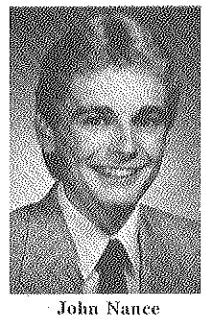

John Nance
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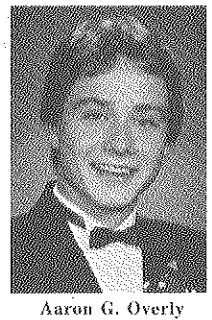

Aaron G. Overly
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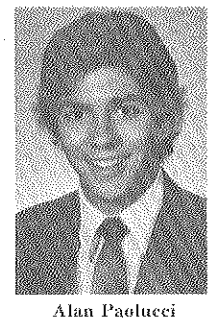

Alan Paolucci
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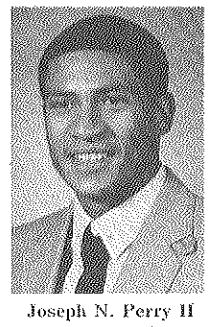
C. Paolucci, D-450



Joseph N. Perry II
Portsmouth
L. B. Perry, D-226

Barry F. Potts
Valley
N. B. Potts, D-841

Anita G. Puckett
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W. G. Hamilton, D-712

Deatra D. Radabaugh
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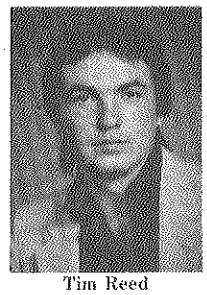
D. R. Radabaugh, D-156



Tim Reed
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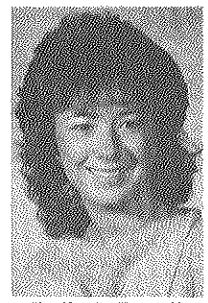
S. L. Wessel, D-753

Melissa K. Riffle
South Webster
J. O. Smith, D-314



Emily A. Russell
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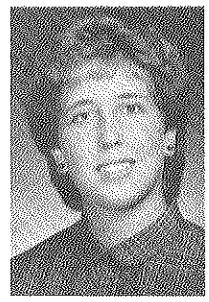
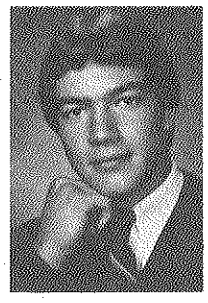
W. G. Russell, D-551

Kelly J. Sargent
Valley
R. E. Charles, D-512
D. J. Charles, D-108



Lisa K. Skaggs
Valley
R. R. Skaggs, D-826



David C. Slater
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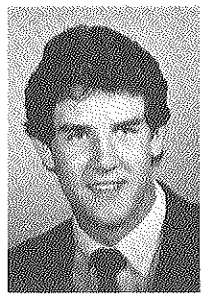
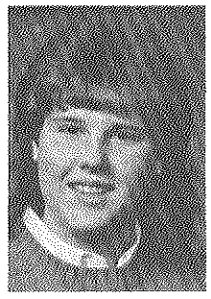
C. J. Slater, D-810



James M. Smith
New Boston
J. O. Smith, D-314

Susan L. Stephenson
Eastern
J. R. Stephenson, D-724



Lisa M. Stitt
Chillicothe
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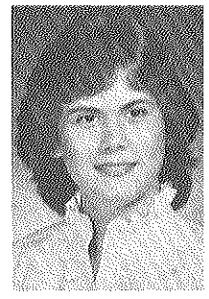
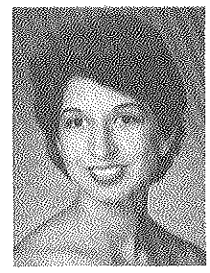
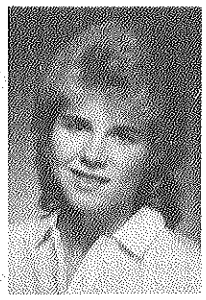


Carol L. Stone
Valley
N. L. Stone, D-711

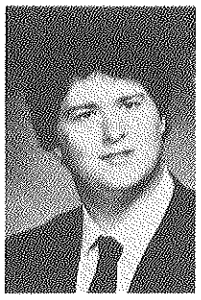


Lynette B. Stone
Michigan Center
D. L. Marr, D-567
G. B. Marr, D-366

Carri A. Stump
Greenup County
W. W. Stump, Ret.

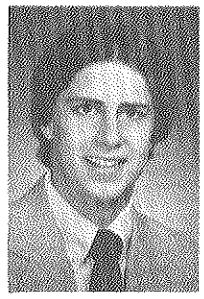


Lori R. Tabor
Jackson
R. J. Glasgow, D-226



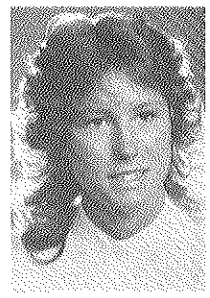
Andrew Tackett
Northwest
O. F. Tackett, D-728

Gregory A. Thompson
Eastern
T. A. Thompson, D-712

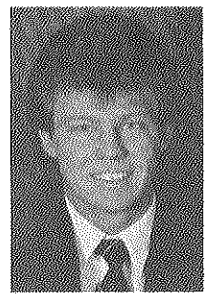


Mark A. Trainer
Waverly (JVS)
L. E. Trainer, D-478

Tracie L. Valentine
Chillicothe
R. E. Valentine, D-207



Annie Webster
Chillicothe
M. M. Karr, D-305



Roger P. Williams
Waverly
S. A. Williams, D-612

Goodyear engineers provide advice

Safety tips on tire rotation, alignment and pressures

Tires on automobiles and light trucks should be rotated at 6,000 to 8,000 miles and again at 18,000 to 24,000 miles, except when your vehicle manufacturer advises otherwise.

Specialists for The Goodyear Tire & Rubber Company note that rotation a couple of times during tire life usually will mean more even treadwear, particularly for front-wheel and four-wheel drive cars and light trucks.

The wear rate on front wheels of most front-wheel-drive cars is about two times faster than rear tires. Goodyear's advice is timely since more than half the new cars sold in 1984 were front-wheel-drive, and about 20 percent of the cars registered in the U. S. are front-wheel-drive.

The basic rotation technique is a simple "X" pattern. On front-wheel-drive vehicles, for example, the left rear tires goes to the right front and the right rear tire to the left front; front tires move straight to the rear. The reverse applies to rear-wheel-drive vehicles.

Some engineers say radials "remember" which side of the car they're on, and if you "cross" them, they can cause a rough ride.

They feel radials should remain on the same side — rotated every 6,000 to 8,000 miles from front to rear and rear to front — and that early in their tread life they develop a "set" that remains throughout their life.

Others believe that rotating radials can be done much the same as bias or bias-belted auto tires.

If the spare is used in the rotation pattern, it should go on the right side of the car. That's because right-side tires usually take more abuse during their life from edge-of-the-road chuckholes, curbs and roadside debris.

Whatever the vehicle, check tires periodically for early detection of irregular wear. If you see irregular wear, rotate the tires after determining the cause and correcting any misalignment, balance or contributing mechanical problem.

The most common cause of abnormal tire wear are incorrect wheel alignment, incorrect pressure, improper driving, overloading and bad road surfaces.

WHEEL ALIGNMENT

Wheel alignment should be checked periodically by a dealer or alignment specialist. Abnormal tire wear along with steering and handling difficulties are indications of misalignment.

Feathering, a name given to the condition when edges of the tread ribs take on the appearance of feathers, is caused by erratic scrubbing against the road when a tire is in need of toe-in or toe-out alignment correction.

When an outer rib or the shoulder of a tire wears down faster than the rest of the tire, it is the sign of another type of alignment problem — excessive camber — which means the tire is leaning too much to the inside or the outside of the tread and placing the burden on one side.

Cupping — when dips or cups appear in the tread — may be a sign wheels are out of balance or that the shock absorbers and ball joints are worn.

Steering and handling problems which may appear to be caused by misalignment may very well be caused by other factors which are readily correctable. Foremost is tire pressure.

TIRE PRESSURE

It is essential that tire inflation pressures be checked and corrected with an accurate hand gauge when the tires are cold, after the vehicle has been parked for at least three hours or driven less than one mile.

Never bleed air from tires that are hot from extended driving, or they will be underinflated when they cool off.

Check tire inflation pressures at least once every month — or even daily when traveling long distances.

Both underinflation and overinflation result in improper contact with the road surface.

When a tire is underinflated, most of its contact with the road is on the outer tread ribs, causing it to wear faster than the middle of the tire.

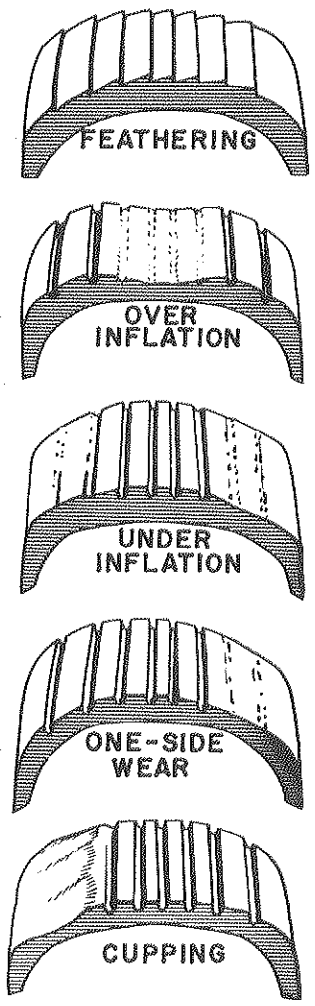
There is also less rolling resistance in a properly inflated tire than one that's underinflated. This means it requires less energy to roll a tire — and in an automobile, energy is gasoline. Underinflation can rob as much as one mile per gallon.

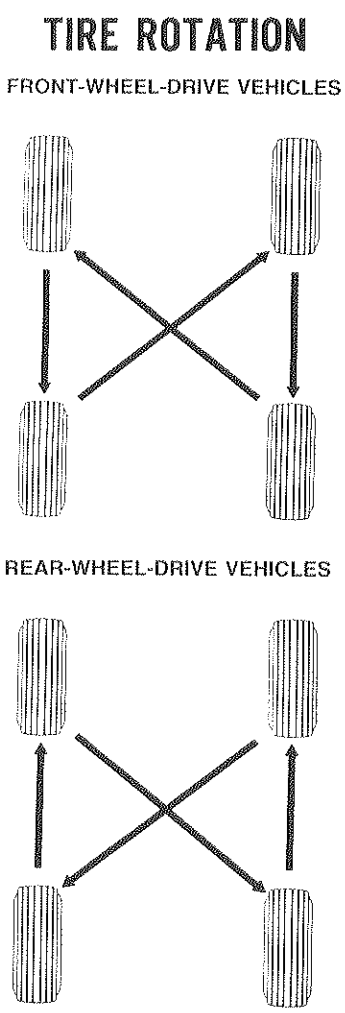
Underinflated tires not only drain gasoline mileage, but wear out much quicker, have less durability and can be structurally damaged.

Tires should be inflated to pressures recommended by the auto manufacturer, never above the maximum pressure shown in the sidewall.

With overinflation, the opposite wear pattern appears. The tread gets more than its share of action with the road and it wears much faster than the outer ribs. Overinflation causes tires to run hard and be subjected to impact damage and weakening of the carcass.

Unequal tire pressures on the same axle — for instance, one tire inflated normally and the other underinflated — can cause a car to swerve when braking under certain road conditions.





Merit scholar

(Continued from Page 1)

retirees and deceased employees of its plants and subsidiaries, including Goodyear Atomic.

Christine is the sixth Goodyear Atomic merit scholar in the 21st year of the corporate program. Other winners from among sons and daughters of Goodyear Atomic employees received scholarships beginning in 1967, 1978, 1980, 1982, and 1983.

NOTICE

This issue of THE WINGFOOT CLAN features only a portion of graduating sons and daughters of Goodyear Atomic employees. Additional high school graduates, plus all college graduates, will be included in the next issue.

the WINGFOOT CLAN

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EDITOR.....Tim L. Matchett
Telephone...(614) 289-2331 Ext. 2863

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