

GOODYEAR**ATOMIC EMPLOYEE**

NEWSLETTER

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Number 1

Around The Portsmouth Plant

The Atomic Employees Credit Union will be closed February 1-2-3-4 in order to allow conversion to an in-house computer. The staff of the Credit Union apologizes for the inconvenience, but promises to provide better and faster service after the installation of the new system. As a result of the conversion, the Credit Union will be paying the dividend on share accounts on January 31 and again on March 31. The Credit Union's annual meeting will be held Sunday, Feb. 6, 1983, at 2:30 p.m. at Waverly High School. There will be refreshments and door prizes.

Personnel

Grover F. Jones has been promoted to General Foreman, Uranium Feed and Feed Sampling. He reports to William A. Kelley, supervisor.

Stanley O. Gillespie has been promoted to General Foreman, X-326 Building. He reports to William E. Landrum, supervisor. Jack E. Tully has been promoted to Foreman, Process Operations (D-814), reporting to Gillespie.

Isaac W. Diggs has been promoted to Supervisor, Production Engineering and Services, GCEP (D-105). His responsibilities will include Production Division training. He reports to E. H. Tomlinson, manager, GCEP Production Division. Robert L. Winegar has been promoted to Supervisor, Feed and Withdrawal, GCEP (D-110), also reporting to Tomlinson. Winegar will remain in Oak Ridge until June 1983.

James B. Morgan is now Section Head, Instrument Engineering (D-557). He reports to Robert F. Roe, supervisor.

JOP Program

Linda Y. Ortman, from Secretary IV (D-551) to Secretary V (D-010), effective Jan. 17.

Degrees, Honors and Awards

Donald E. Bossow and Daniel J. Ruggles, staff industrial hygienists (D-977), now are certified by the American Board of Industrial Hygiene for the comprehensive practice of industrial hygiene. They were required to pass two sets of seven-hour examinations over two days to qualify for the certification.

Obituaries

George A. Poole, Harwich, Mass., died Nov. 9, 1982. Poole was assistant purchasing agent for Goodyear Atomic at the time of his retirement in February 1968.

Goldie Dever, 80, Minford, Dec. 27, 1982. Mother of Ray E. Dever (D-377) and grandmother of Janet S. Ruby (D-441).

James C. Hickey Sr., 48, Jackson, died in an automobile accident Dec. 29, 1982. Hickey was general foreman, Cascade Mechanical Maintenance (D-731). Survivors include his parents, George and Blanche Brannan Hickey of Oak Ridge, Tenn.; wife, Diane Serrott Hickey; sons, James Jr. of Jackson and Brian at home; and daughters, Brenda Cox of Wellston and Robin at home.

Wylodine Riggle, 63, Jackson, Jan. 1, 1983. Wife of W. H. Riggle (D-816).

Service Milestones

40	Dale E. Carver	040	01/28/43	10	Edwin R. Smalley	816	01/22/73
					Herbert L. Blazer	731	01/29/73
25	Alfred B. Mills Jr.	722	01/22/58		Max T. Hanning Jr.	851	01/29/73
20	David H. Bower	712	01/30/63	5	Ronald L. Cheatwood	712	01/09/78
					James E. Nelson	313	01/03/78
15	James R. Kelly	576	01/02/68		Floyd E. Richardson	424	01/09/78
	Donald H. Richards	711	01/03/68		Ken W. Hall	711	01/16/78
	Ralph E. Wilcoxon	210	01/08/68		Stephen L. Hatcher	733	01/16/78
					Judy A. Miller	452	01/16/78
10	Earl D. Jordan	729	01/15/73		Rebecca L. Tudor	475	01/16/78
	William A. Tomblin Jr.	731	01/15/73		Harold B. Percell	422	01/23/78

New Employees

01/03/83	Philip D. Campbell (REH)	624	Co-Op Student
	Stephen R. Richard (REH)	624	Co-Op Student
	Thomas A. Edelman (REH)	267	Engineer
	Timothy D. Worthington	105	Engineer

Cost Reduction

The following employees submitted ideas through the Cost Reduction "I"dea Program Dec. 20-31, 1982: C. H. Weghorst (D-071), J. A. Oppy (D-116), R. D. Arnett (D-411), R. W. Cranston (D-411), J. C. Barnes (D-424), C. A. Eckhart (D-441), R. W. Craycraft (D-556), R. B. Dodge (D-590), C. K. Stalnaker (D-590), W. C. Masters (D-720), G. D. Quillen (D-812) and J. D. Howard (D-823).

New Arrivals

Daughter, Susan Louise, Nov. 5, to John (D-221) and Karen Ench.
Daughter, Anna Francis, Dec. 10, to James (D-822) and Mary Sturgeon.
Son, Daniel Aaron, Dec. 14, to Michael (D-557) and Marilyn Muncy.

Family

Freddie Newsome, daughter of Marlene Newsome (D-424) is currently enrolled in the Talented and Gifted (TAG) Program at Washington Elementary School in Gallipolis. She is learning BASIC computer language along with foreign languages and creative writing. Her 5th grade class also is involved with the "Washington Elementary School Newscast" on the school's closed-circuit television channel, which presents local news, school events and special holiday histories. Freddie also plays flute in the 5th grade band classes.

Nuclear Notes

Utility companies that operate both nuclear and coal plants for base-load (around-the-clock) operation say the nuclear units had better than a 15 percent cost advantage and produced a greater percentage of their designed capacity during 1981. That's the finding of the Atomic Industrial Forum's (AIF) latest annual survey of power plant costs and performance. The survey shows that the nuclear plants produced a kilowatt-hour in 1981 for an average of 2.7 cents, compared to 3.2 cents for coal and 6.9 cents for oil. The nuclear plants also racked up an average capacity factor of 61 percent, compared with 58.6 percent for coal, according to AIF.

A newly formed coalition of labor, industry, professional and citizens groups has joined forces to urge completion of the Clinch River Breeder Reactor project. Formation of the new group, the "Committee on Jobs, Environment and Technology," was announced by Robert Georgine,

president of the AFL-CIO's Building and Construction Trades Department, at a press conference in Washington, D. C., on Dec. 6. "Clinch River is not just another government project," said Georgine, who serves as chairman of CJET. "The fate of this project has consequences far greater than the individual issues of nuclear power and breeder reactors. Clinch River represents America's commitment to assure future generations of the availability of abundant energy supplies, and it represents America's commitment to continue its role as a world leader in energy and technological development." The CJET lists as members 17 unions, the NAACP, the General Federation of Women's Clubs, the U. S. Chamber of Commerce, the American Association of Engineering Societies, the National Conference of Black Mayors, the National Society of Professional Engineers and the American Association of Engineering Societies, as well as a number of other industry and citizens groups.

The AIF board of directors has selected Wallace B. Behnke, vice chairman of Commonwealth Edison Co., as the Forum's new chairman and chief executive officer. He succeeds Francis M. Staszsky, president and chief operating officer of Boston Edison Co., as the AIF's 16th elected executive. Carl Walske, president and chief operating officer of the AIF, was re-elected to another one-year term. The 45-member board also elected eight new members and re-elected eight present members at its annual conference in November. One of the new members is Robert W. Clark, president of Goodyear Aerospace Corporation.

Recreation Review

Goodyear Atomic women's and men's singles and doubles bowling tournaments will be conducted February 12 and 19 respectively at Shawnee Lanes in Chillicothe. Contact Gary Doerr at ext. 2989 for entry forms.

News from DOE

Peter D. Dayton has been named Director of the Procurement and Contracts Division of the Department of Energy's (DOE) Oak Ridge Operations. In his new position, Dayton is responsible for coordinating contractor selections, contract negotiations, procurement of goods and services, financial assistance agreements and approval of subcontracts, grants and cooperative agreements. In addition, Dayton directs the DOE's uranium enrichment services contracting program under which some 290 long-term contracts yielded \$1.8 billion revenues in fiscal 1982.

John D. Wagoner has been named Deputy Director of the Clinch River Breeder Reactor Plant project office in Oak Ridge. In his new position, Wagoner is responsible for assisting in the direction and coordination of all project activities, including contract administration, technical guidance, performance evaluation and other tasks supporting the design, construction and operation of the Clinch River Breeder Reactor Plant (CRBRP), the nation's first large-scale demonstration liquid metal fast breeder reactor. The CRBRP project is a partnership effort of DOE, Commonwealth Edison Company, Tennessee Valley Authority and Project Management Corporation which represents 753 U. S. utilities supporting the project.

News from Goodyear

Goodyear's most prestigious worldwide annual honor was presented to a 36-year Akron headquarters employee at the company's annual Christmas program Dec. 23. Roy Hunt, chief operating engineer of the Akron powerhouses, was presented with the 1982 Spirit Award by Chairman Charles J. Pilliod Jr. As the 17th Spirit Award recipient, Hunt was chosen from among more than 150 local, regional and divisional winners. Since 1966, the program has honored employees from around the world with a top award of \$1,500 in cash and a bronze medallion. The event was initiated by retired board chairman Edwin J. Thomas and his wife, Mildred.

The problems of space exploration are being solved with help from special Goodyear air springs that allow engineers to simulate flight conditions of orbiter spacecraft. A Rockwell International-designed system using Goodyear air springs for suspension has successfully isolated the space shuttle, Challenger, from the earth's vibrations during testing and will

likely be used to check the dynamic stability of B-1 aircraft. The test system, called Shuttle Modal Test and Analysis System (SMTAS), represents the biggest advancement in suspended vehicle testing in almost 20 years, according to Rockwell. In the Challenger tests at NASA's Kennedy Space Center, two flotation platforms consisting of 20 air springs apiece supported each main landing gear of the 220,000-pound orbiter while another platform of four air springs supported the nose gear. These platforms isolate the spacecraft from ground vibrations that could affect measurements being recorded with a highly sophisticated complex of computers, data recorders and analyzers. The air springs are similar to those typically used on trucks and buses — about the size of a five-gallon bucket — and are shaped in a way that provides a low spring rate and natural frequency.

Protection of individual spending power through tax reduction, containment of inflation and stabilization of interest rates can provide the stimulus needed for an economic recovery in 1983 and an improvement in the U. S. tire and rubber industry, said Charles J. Pilliod Jr., chairman of Goodyear. "Already, recent drops in interest rates have the pent-up housing market on the move again and auto sales are showing some signs of life as a result of lower financing cost," he said. "Further strength in consumer confidence could prove the pivot point to a significant recovery." Estimates received from the auto industry for 1983 indicate the market for original equipment auto tires will rise 10 percent or 3.4 million tires, Pilliod said. He added that with so much depressing news about Detroit's automakers, some people overlook the fact that within the last few years four foreign vehicle manufacturers -- Volkswagen, Renault, Honda and Nissan — have begun manufacturing in the United States. "While the combined output of these plants represents a small share of total U. S. production at the present time, this could well represent a trend of local manufacture in place of imports and should be encouraged," Pilliod said. Goodyear is the only tire company supplying tires to all eight U. S. and foreign manufacturers in this country. Replacement auto tire sales have remained strong during the 1982 recession, and it is expected sales in 1983 will increase again by four percent or five million tires to 135 million tires. The reason for this growth, Pilliod noted, is that drivers have postponed buying new cars until the average age of U. S. autos is approximately seven years. Next year 70 percent of all the replacement tires sold in the United States are expected to be radials, versus 65.5 percent in 1982. The industry total for both replacement and original equipment auto tire sales in the U. S. is expected to increase five percent to 172.5 million tires in 1983 compared with 164.1 million tires in 1982. Pilliod said Goodyear shipped nearly as many tires in 1982 as it did in 1981 in spite of depressed world economies. He says the company is optimistic that an upturn in the economy will occur and that Goodyear's overall sales should improve in the United States in 1983.

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