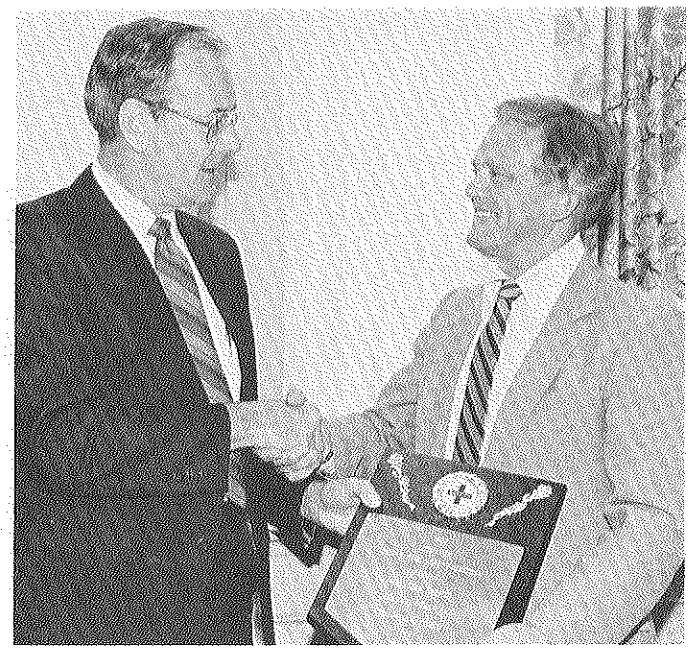
the WING FOOT CLAN

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

Volume 31 | Piketon, Ohio | June 1983 | Number 6



Goodyear Atomic again has won the Corporate Staff and Research Division Award in the Worldwide Safety Contest. F. Vincent Prus (left), Goodyear executive vice president for Research and Development with responsibility for Goodyear Atomic, presented the award for 1982 to Nate Hurt, Goodyear Atomic general manager, in Akron recently.

GAT wins 7th safety award

The employees of Goodyear Atomic again have demonstrated their awareness and concern for safety by earning another divisional safety award from Goodyear Tire & Rubber.

For its 1982 performance, GAT has won the Corporate Staff and Research Division award in Goodyear's Worldwide Safety Contest.

F. Vincent Prus, Goodyear executive vice president for Research and Development with responsibility for Goodyear Atomic, made the award in Akron recently to Nate Hurt, general manager.

This was Goodyear Atomic's seventh corporate divisional safety award over the past nine years. Prior to 1982, plant employees had earned a top-ranking safety honor from Goodyear for 1974, 1976, 1977, 1978, 1980 and 1981. The company also has earned several U. S. Department of Energy operational and environmental safety awards.

The Goodyear corporate divisional award reflects the lowest total incidence rate of injuries and lost-time days per 100 full-time employees during 1982. Statistics are based on Occupational Safety and Health Administration (OSHA) rules. Goodyear Atomic's performance was the best among seven operating groups.

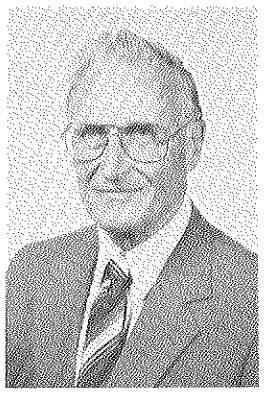
Taylor celebrates 40th milestone, named OCPO associate manager

Challen E. Taylor has been named Associate Manager, Operating Contractor Project Office (OCPO). He also celebrated his 40-year Goodyear service anniversary on June 3.

Taylor joined The Goodyear Tire & Rubber Company in 1943 as a process compounder in the Tire Division in Akron. He became a compounder in the Industrial Products Division in 1946 and was named section head, Compounding, at the Lincoln, Neb., plant in 1949. In 1956 he was transferred back to Akron to the Airsprings Division. He became chief chemist and associate development manager at the company's North Chicago hose plant in 1959 and was named development manager there in 1969.

From 1973 through 1979 Taylor served as director of the Goodyear International Tech Center in Great Britain. He then came to Goodyear Atomic.

He was graduated from West Virginia University in 1943 with a bachelor of science degree in chemistry.



Taylor

Taylor has been a member of the American Chemical Society, American Society for Testing and Materials, Society for Automotive Engineering, and the Science Advisory Committee of the University of Wisconsin. In the United Kingdom, he was a member of the Plastics and Rubber Institute and the Higher Education Review Committee.

He and his wife, Pauline, now live in Knoxville.

For May 1983

GCEP HIGHLIGHTS

* GCEP Maintenance Division personnel previously located in the second floor of the X-1000 GCEP Administration Building have moved to other areas, including the X-3012 Process Support Building maintenance shop and mezzanine, and the X-1000 Cafeteria. Six people remain on the second floor of the X-1000 Building. The GCEP Maintenance area is still housed in the X-7725 Recycle/Assembly Building. For the most part, these work locations are temporary until the X-7721 Maintencance, Stores and Training (MST) Building is completed.

* Production Division personnel began manual operation of the Air Plant/Pumphouse and Cooling tower on May 10 to prepare for supplying air and cooling water to various GCEP facilities.

* Service module installation in Process Building #1 was completed through three trains as of the end of May.

* Production Division personnel began occupying offices in the Process Support Building (X-3012) during May.

* All Production process operations foreman and general foreman completed training in Oak Ridge in the Centrifuge Verification Test Facility (CVTF). The training involved centrifuge installation, connection and operation.

It was this close at the finish line!

Samantha Wamsley relived the bicycle race she had just won for the benefit of her father, Steve Wamsley, Materials Technology (D-523), during the Top Ten Club's Third Annual "Hot Wheels" Bicycle Races on Sunday, June 12. More photos of the races are on Page 7.


Ferryman


Towne


Parker


Crandall


Arnold


Greer


Grose


Williams


Slone

Promotions

Donald S. Ferryman has been promoted to Section Head, Engineering, reporting to James C. Hertler, supervisor, Diffusion Plant Engineering (D-741).

Daniel A. Towne has been promoted to Section Head, Production Engineering (D-841). He reports to David A. Shisler, supervisor.

Calvin Parker Jr. has been promoted to Police Sergeant (D-313). He reports to Clarence H. Canter, supervisor, Plant Protection Services (D-312).

Jerrold A. Crandall has been promoted to General Foreman, Maintenance (D-711). He reports to G. F. Johnson, supervisor, Electrical Maintenance.

Walter R. Arnold has been promoted to General Foreman, Maintenance (D-712). He reports to David C. Pate, supervisor, Instrument and Electronic Maintenance.

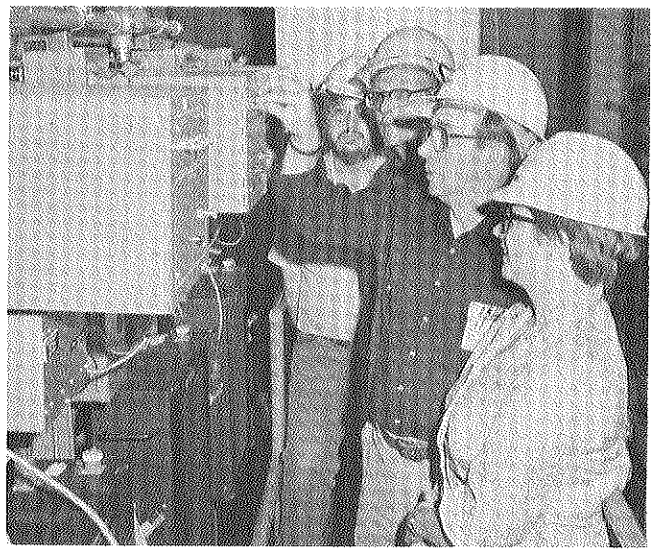
William R. Greer and Jehu G. Grose have been promoted to General Foreman, Maintenance (D-731). They report to Guy W. Parks, supervisor, Cascade Maintenance.

Joel C. Williams has been promoted to Section Head, Manufacturing Engineering & Services, in the GCEP Recycle/Assembly Division (D-206). He reports to Ralph E. Wilcoxon, supervisor.

Jeffrey M. Slone has been promoted to Forman, Process Area (D-814). He reports to Stanley O. Gillespie, general foreman, X-326 Building.

Operators complete centrifuge training

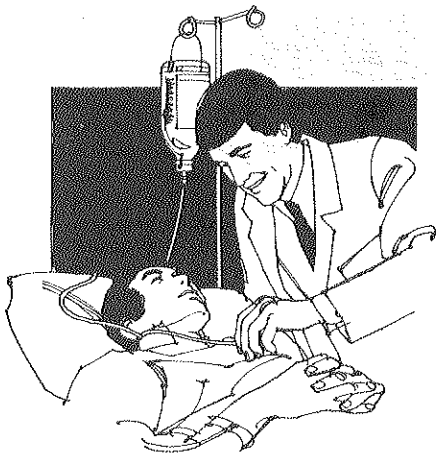
The afternoon of May 4 marked the first time that Goodyear Atomic personnel completed hands-on training in which a centrifuge machine was subjected to all operational cycles. A total of 20 foremen completed the one-week operational training program under the guidance of CVTF personnel. Pictured are Dave Williams, Ramey Hoskins, Gene Wilburn and Doris Lloyd.



Report and gift made to governor by local scout

Eagle Scout Bruce Overly (left), son of D. R. Overly (D-713), was one of a group of 24 Eagle Scouts presenting a report on Scouting to Ohio Governor Richard Celeste (right) June 1 in Columbus. Bruce, 15, represented Chief Logan Council. Overly presented the governor with a plaque as a gift representative of Chief Logan Council. The report to the governor included mentions of healthy gains in membership.

You can help save another one's life!



VISIT THE BLOODMOBILE!

More than 95 percent of all people who reach age 72 will need some type of blood byproducts, blood components or blood transfusions during their lives. Unfortunately, only three percent of the population donates blood.

More volunteers are needed. The employees of Goodyear Atomic are very important to the American Red Cross in helping to supply the needs of patients throughout the region.

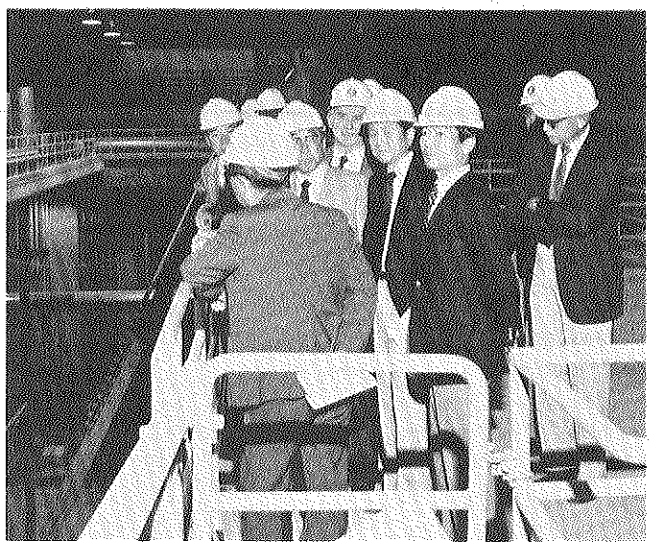
Through its Bloodmobile visits to the Portsmouth Area Uranium Enrichment Plant since 1953, the American Red Cross has collected more than 15,000 blood units from personnel of Goodyear Atomic, Ohio Valley Electric Corporation, the U. S. Department of Energy and construction contractors. However, our potential has never quite been realized. More new donors are needed in addition to the guaranteed return of regular donors.

The next visit of the Bloodmobile is scheduled for Wednesday, Thursday and Friday, June 29-30 and July 1. Personalized registration forms have been mailed to each employee. The location will be the X-102 Cafeteria.

Please complete your registration form and return it to Personnel, M/S 1131. If you have not recieved a card, call 2317 or 2148 to make an appointment.

Japanese visit Portsmouth plant for second time

The second Japanese delegation to visit the Portsmouth Area Uranium Enrichment Plant this spring toured site facilities on June 2. The visitors represented the Japanese Federation of Electric Power Companies (FEPCO), and had spent the day before in Oak Ridge.



Retirees

John L. Altekruse, Oak Ridge, associate manager, OCPO (D-012), retired effective May 1 after more than 32 years of service.

John T. Earner, Chillicothe, staff engineer (D-841), retired effective June 1 after 29 years of service.

Henry Steinhauer Jr., Oak Ridge, principal engineer (D-265), retired effective June 1 after more than 30 years of service.

John O. Zoellner, Wheelersburg, medical coordinator (D-366), will retire effective August 1 after more than 29 years of service. He is now taking accrued vacation.

Buford W. Penland, Oak Ridge, principal engineer (D-012), will retire effective September 1 after more than 39 years of service. He now is taking accrued vacation.

Andrew Walder, West Portsmouth, site engineer (D-013), will retire effective Feb. 1, 1984, after 38 years of Goodyear service. He now is taking accrued vacation.

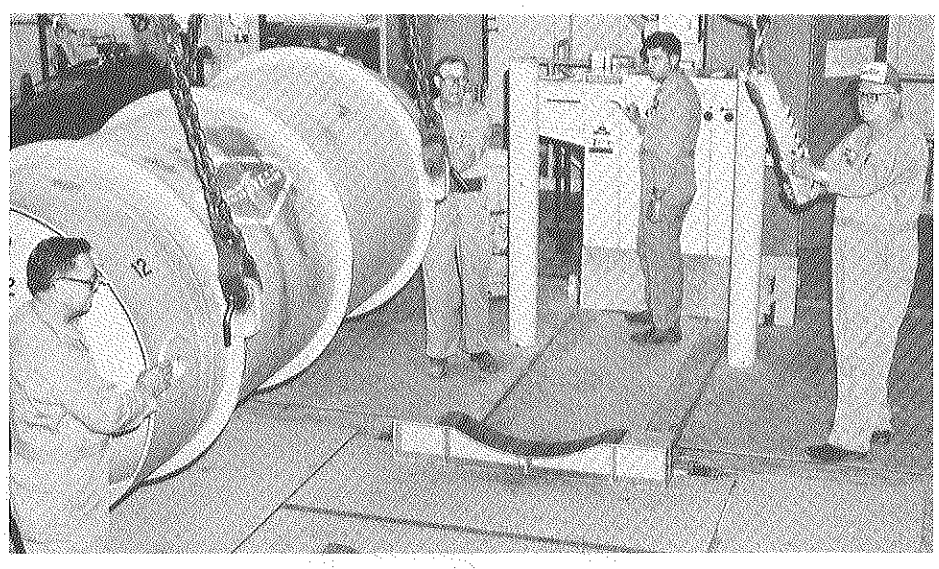
the WINGFOOT CLAN

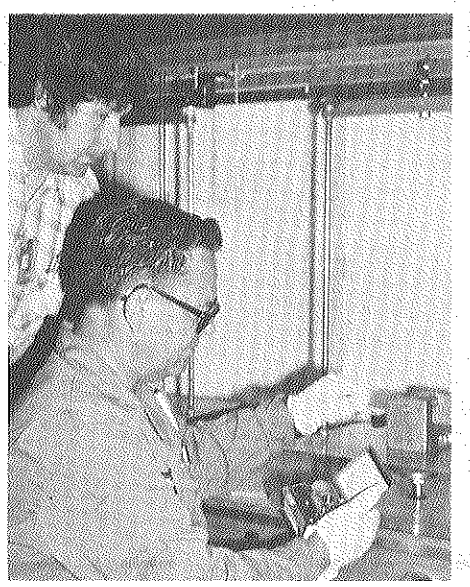
GOODYEAR ATOMIC CORPORATION
A subsidiary of The Goodyear Tire & Rubber Company
Acting Under
U. S. Department of Energy
Contract DE-AC05-76OR00001

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

PUBLIC COMMUNICATIONS
X-100 Building
P. O. Box 628
Piketon, Ohio 45661

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





Scales are used everywhere at the Portsmouth Area Uranium Enrichment Plant from hospitals and laboratories to portals where coal trucks are weighted prior to unloading—milligrams to more than 180,000 pounds. In the top photo, Glenn Light, Elson Boaz, Don Newkirk and Jim Dobbins are shown with scales they have been responsible for maintaining in the X-343 building. Foreman Ken Tschappat and Light (above left) demonstrate use of a small equal arm balance scale used for calibrating weights, while Jim Dobbins (above right) uses a large balance scale.

SCALE MAINTENANCE

Balance rests with specialized service

Maintenance of more than 25 types of scales now in use at the plant is a job that carries a lot of weight.

"Precise scales and an effective scale maintenance and repair program are very important aspects of nuclear materials accountability,"noted Joe Thoms, engineer, Nuclear Materials Engineering (D-305). "Strict government standards require a high degree of accuracy in the weighing of nuclear materials in order to account for their inventories."

The job of maintaining the scales in use at the plant rests with the Scale and Balance Shop (D-724). Ken Tschappat, foreman, noted that the scales his crew maintains include everything from small balance scales which weigh materials in micrograms to large scales used to weigh more than 90 tons.

Jim Wade, plant engineer who has been responsible for preparing specifications for the selection and purchasing of scales, noted that plant requirements far exceed the normal specifications of commercially available equipment. "We write specifications hoping that a vendor can provide equipment to do the job, but it usually doesn't happen,"Wade said. "As a result, the Scale and Balance Shop has been required to modify the best scales commercially available in order to bring them up to our standards."

As a result, the shop has developed scale modification and maintenance procedures exceeding 'state of the art' because no other companies want quite the same degree of accuracy.

"The scale companies have even copied some of our modifications for their own use," Tschappat said.

Each scale in use at the Portsmouth plant—platform scale, precision balance or another type of weighing device—requires special expertise for its maintenance, Tschappat noted. Each has special characteristics.

Present departmental maintenance mechanics I/C are Elson Boaz and Jim Dobbins. Three others in the department before the last realignment, during the height of a major modification program for one model of scale, were Don Newkirk, Glenn Light and Frank Nichols.

"Newkirk's work has been a key element in the success of our maintenance work," Tschappat said. "One of the ideas he and the other mechanics developed was an automatic platform return to rectify loss of calibration when the platform scales were inadvertently loaded with its knives down. We've found we've developed a 'fail safe' system to protect scales from damage. Other major improvements have been made to scales to provide for cost savings and accuracy."

In addition to maintenance and modifications, the shop also is required to recalibrate all weights used for scale calibration, Tschappat noted. This is done on an equal arm balance once each year, checking the weights against each other. Sometimes weights must be certified by the Bureau of Standards.

"Calibration of the scales themselves also takes a lot of time," Tschappat said. "We add 1,000-pound weights to scales up to 20,000 pounds. Scales must be accurate both when adding and subtracting the weight."

Scales are categorized as either a "roughing" scale or an accountability scale. Roughing scales are used for various plant requirements. Accountability scales required a higher degree of accuracy for nuclear materials control purposes. However, there is only a slight difference in the amount of weight variation allowed. "Our definition of a roughing scale even established more precision than other industries," Wade noted.

"Accuracies required of accountability scales are plus or minus two pounds when we're weighing 28,000 pounds," noted Bill Kelley, supervisor, Uranium Feed and Feed Sampling, X-343 Building. "An error of one percent can involve dollar values ranging from $1,500 for tails to $54,000 for product. And this accuracy has to be achieved day after day."

Work simplification continues in 'OE' program

One "bottom line" of an Organizational Effectiveness (OE) process in action is employee involvement in problem solving relative to their work areas and responsibilities.

An example of Organizational Effectiveness here at Goodyear Atomic is the continued efficiency of Work Simplification committees. This participative concept is one of many which was introduced during the KEY program which took place during 1980-81.

Jerry Moore, Industrial Relations Staff, Senior, in the Training Department (D-623), has been responsible for Work Simplification training of other plant personnel. Larry Williams, Industrial Engineer, Staff (D-073), has been instrumental in various Problem Solving and Work Simplification accomplishments.

According to Moore and Williams, various committees of this type continue to define problems and work toward solutions on an ongoing basis. This is usually done "out of the limelight," and is often not readily visible.

In one recent Work Simplification project, a committee made up of Virginia Casteel, Finance; Jim Montler, Data Processing; Bret Artman, Industrial Engineering; and Shirley Couser and Moore, from Training; reviewed the process for educational assistance requests and reimbursements. The number of steps in the procedure was reduced from 62 to 29 at a projected annual savings of more than $10,600.

In other recent Problem Solving committee actions, word processor procurement and the simplification of the expense report/travel permit process have been studied.

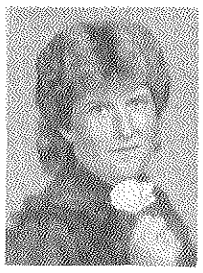
Rick Steinberg, supervisor, Organizational Effectiveness, notes that these committees have been effective in grouping participants to resolve problems that directly affect their jobs and that efforts are being made to broaden this concept to include as many other areas as possible across plantsite.

Yes, there is a Clan readership!

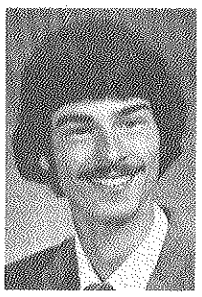
What's black and white and read all over? The Wingfoot Clan. At the least, it's a breakfast favorite of two-year-old Bridget Coleman, daughter of Willa Coleman (D-452). Helps make all the work of preparing a Wingfoot Clan issue worthwhile.

Congratulations to The Class Of 1983

High School Graduates



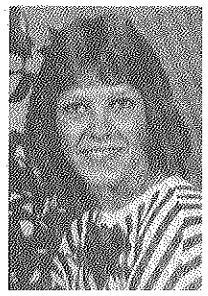
Kendra D. Bartley
Piketon (PCJVS)
M. L. Bartley, D-526



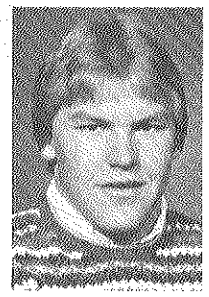
Gerald W. Boggs
Waverly (PCJVS)
A. G. Boggs, D-712

Donna J. Boggs
Wheelersburg
D. R. Boggs, D-715

Lewis C. Brewer
Lewis County
R. G. Brewer, D-313

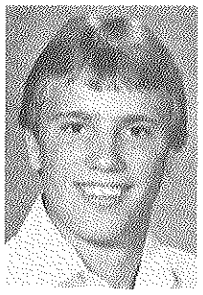


April L. Burkitt
Piketon (PCJVS)
M. F. Burkitt, D-741

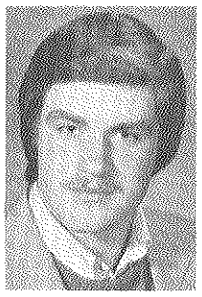


Bradley J. Carlson
Portsmouth
B. J. Carlson, D-801

Julee Casteel
Minford
V. L. Casteel, D-475

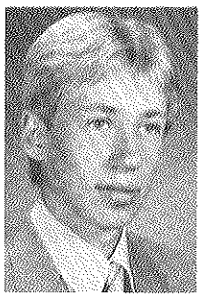


John Chesser
Northwest
B. G. Miller, D-731

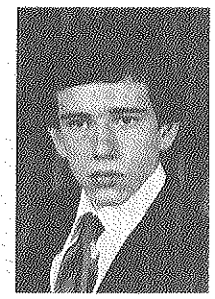


Brad Copen
Portsmouth
G. D. Copen, D-551

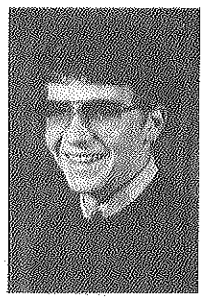
Jennifer L. Cormany
Waverly
G. L. Cormany, D-201



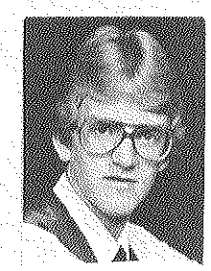
Mario F. Crabtree
Eastern
C. M. Crabtree, D-711



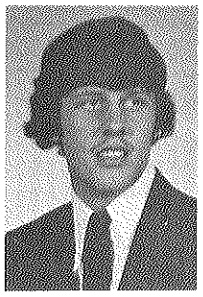
Tony Crabtree
Eastern
J. H. Crabtree, D-377



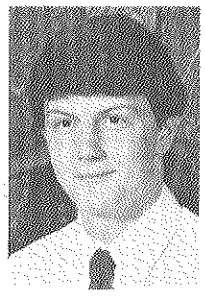
Randy Creech
Eastern
J. A. Creech, D-818



Jeffrey G. Cutler
Piketon
O. F. Cutler, D-621



Alton E. Davis
Waverly (PCJVS)
H. A. Davis, D-723



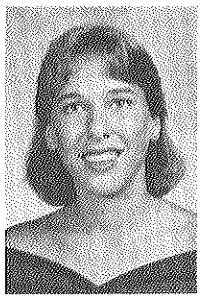
John J. Dilts
Notre Dame
R. G. Dilts, D-566

Thomas B. Dixon
Jackson
T. E. Dixon, D-722

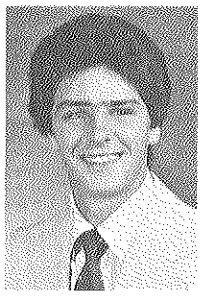
Patricia A. Donahoe
Minford (SCJVS)
W. J. Donahoe, Retired

Susan Donini
Northwest (SCJVS)
J. C. Donini, D-714

Ellen E. Etterling
Farragut
H. E. Etterling, D-577



Jane M. Eyre
Oak Ridge
J. J. Eyre, D-151

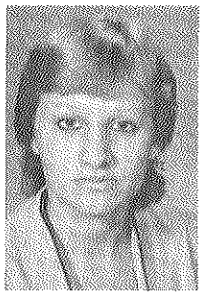


Rodney S. Gahm
Valley (SCJVS)
R. L. Gahm, D-711

Cynthia A. Gessells
Chillicothe
R. T. Gessells, D-453

Mary J. Green
Minford
F. U. Green, D-313

Andrew D. Hertler
Chillicothe
J. C. Hertler, D-740



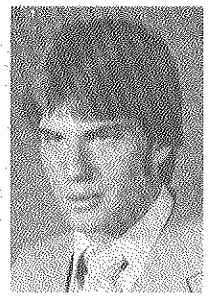
Melinda K. Hicks
Portsmough (SCJVS)
J. B. Hicks, D-306

Jennie K. Hollback
Bloom Local
K. L. Hollback, D-061

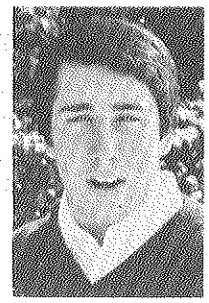
Teresa L. Hoover
Portsmouth East
R. F. Hoover, D-722

Elizabeth A. Jackson
Notre Dame
D. L. Jackson, D-569

Mark R. Keaton
Portsmouth
A. Keaton Jr., D-731



Matthew D. Kemper
Minford
D. E. Kemper, D-713



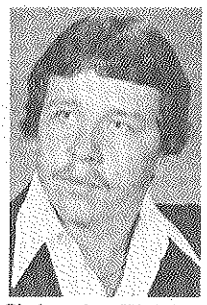
Terence J. Kirby
Salem
R. J. Kirby, D-447

Gregory A. Lux
Piketon
C. Lux, D-521

Skylka A. Manson
Waverly
M. L. Frey, D-753

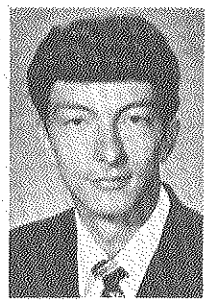
Lee A. Meyers
Northwest
W. G. Meyers, D-556

Michael J. Moorman
Piketon
J. M. Moorman, D-446

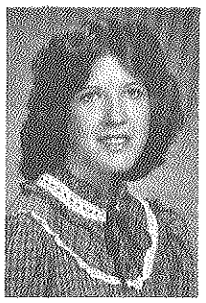


Christopher W. Niziol
Northwest
E. A. Niziol, D-446

Eileen V. Perry
Portsmouth (SCJVS)
L. B. Perry, D-731



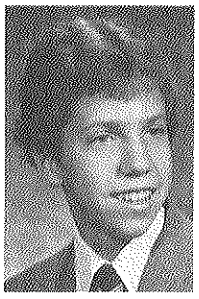
James E. Pertuset
Northwest (SCJVS)
B. R. Pertuset Sr., D-752



Kathryn L. Poulos
Adena
C. D. Poulos, D-569

Brenda S. Reed
Waverly
S. L. Reed, D-818
G. A. Reed III, D-723

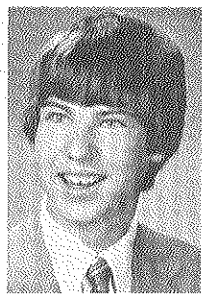
Patricia A. Richard
Wheelersburg
R. L. Richard, D-156



Brent Richards
Jackson
J. E. Richards, D-513

Michelle R. Ross
Huntington
R. A. Ross, D-822

Mary L. Smith
Portsmouth
J. D. Smith, D-823

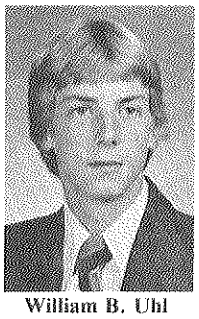


Michael D. Stitt
Chillicothe
D. R. Stitt, D-411

Philip C. Stubbs
Waverly
C. A. Stubbs, D-828

James R. Thomas
Waverly
H. H. Thomas, D-523

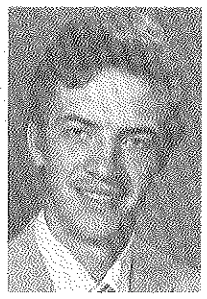
Deneen Tomlison
Eastern
B. E. Tomlison, D-753



William B. Uhl
Valley (SCJVS)
R. S. Uhl, D-851

Lori Vulgamore
Piketon
N. J. Vulgamore, D-071

Lori L. Walls
Western
R. H. Walls, D-513



Tony M. Watters
Minford (SCJVS)
N. R. Watters, D-711

Amy L. Webster
Southeastern
M. M. Karr, D-305

Jeffrey A. White
Portsmouth East
P. E. White, D-731

Rhonda Williams
Portsmouth
J. D. Hamilton, D-424

Sharon K. Williams
Wheelersburg
G. J. Williams, D-460

C. Stanley Willis II
Wheelersburg
C. S.Willis, D-569

Rick Wooten
Northwest (SCJVS)
M. D. Wooten, D-724

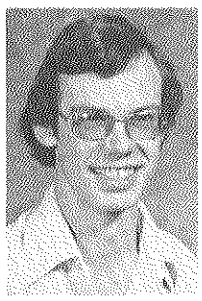
Jill R. Wright
Worthington Christian
C. R. Ball, Retiree

Peggie D. Zimmerman
Piketon
P. K. Zimmerman, D-731

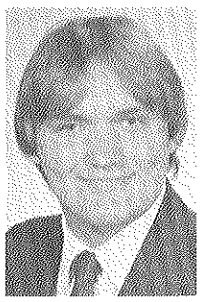
College Graduates

Jose A. Cardenas
Ohio State
A. L. Cardenas, D-521

Kelly R. Case
Morehead State
F. A. Case, D-566
S. A. Case, D-447

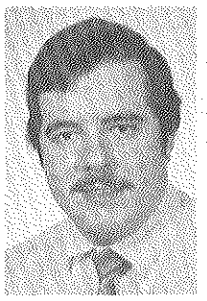


Brian K. Collier
Ohio State
R. Collier, D-714



David B. Diamond
Univ. of Cincinnati
J. R. Diamond, D-221

Carole B. Green
Ohio U. Grad. School
F. U. Green, D-313

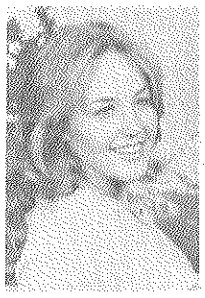


Joseph L. Hale
Ohio Northern
J. E. Hale, D-801

Deana Jones
Morehead State
J. A. Webb, D-753

Cynthia E. Jones
Eastern Kentucky
L. R. Jones, D-727

Tammy S. Marsh
Shawnee State
E. F. Marsh, D-730



Anita K. Messer
Eastern Kentucky
K. R. Messer, D-590

Mary J. Mills
Univ. of Cincinnati
H. D. Mills, D-261
A. B. Mills, D-722

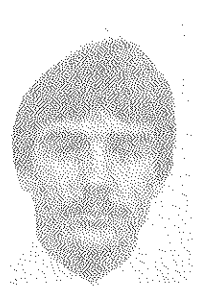
Dee A. Penn
Rio Grande
D. M. Penn, D-001

Bernard R. Pertuset Jr.
Shawnee State
B. R. Pertuset Sr., D-752

Tanya G. Pullin
Duke University
N. K. Pullin, Retiree

Polly Pyles
Shawnee State
W. H. Pyles, D-801

Sherri K. Spring
Univ. of Cincinnati
H. S. Spring, D-512



Lorne A. Weeter
Ohio State
F. J. Weeter, D-116

Goodyear makes three billionth tire during Danville plant ceremony

While Americans count everything from hamburgers at the golden arches to calories in cola, the world's largest rubber company counted tires.

The Goodyear Tire & Rubber Company produced its three billionth motor vehicle tire—an all-steel reinforced truck radial—during a ceremony May 19 at the Danville, Va., plant.

"The three-billion-tire mark not only represents the largest number of vehicle tires produced by a single manufacturer in the world, it reflects Goodyear's growth since the company produced its first pneumatic auto tire in 1900 at our only plant in Akron, Ohio," said Tom H. Barrett, company president. "Today, Goodyear has 44 tire plants in 27 countries worldwide."

The company's three-billionth tire was a Unisteel G167LP medium truck radial, the newest in the line of Goodyear low-profile truck tires, aimed at reducing cost per mile through increased treadlife, reduced fuel consumption and improved retreadability.

"The G167 radial is creating some impressive numbers of its own," Barrett said, "as several trucking companies report running this tire in excess of 300,000 miles before retread."

In contrast, the first pneumatic truck tires produced by Goodyear in 1916 provided truckers with 2,000-3,000 miles of wear, considered good then.

Although the truck radial won the three-billionth-tire honors, Goodyear produces 2,300 other types and sizes of tires. They include tires for autos, trucks, agricultural equipment, aircraft, industry, race cars, earthmovers and high-flotation vehicles.

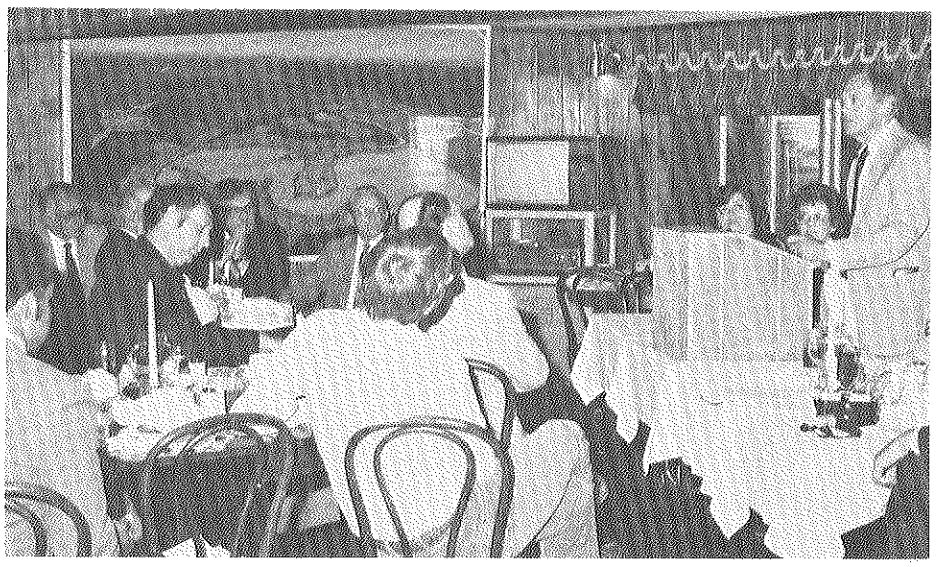
Goodyear manufactures earthmover tires as large as 12 feet high and weighing 7,800 pounds, and industrial tires as small as eight inches and weighing 1.2 pounds.

Goodyear started producing motor vehicles in 1900, but prior to that made bicycle and carriage tires when the company was founded in 1898. Company history indicates that Goodyear produced its 300-millionth tire in 1939—a huge 12,500-pound tire that was built for Admiral Byrd's Antarctic land cruiser.

The one billionth tire was produced in 1963 and the two-billionth tire plateau was reached in 1974. It has taken less than nine years to produce the last one billion tires and to reach the three billion tire mark.

Goodyear produces three billionth tire

The largest number of vehicle tires produced by a single manufacturer in the world reached a milestone on May 19, when Goodyear produced its three billionth tire at its Danville, Va., tire plant. On hand to watch the Unisteel G167LP medium truck tire radial leave the mold were Ralph Stanford, plant manager; Larry Evans, tire cure pressman; and Tom Barrett, Goodyear president.



A dinner meeting on June 2 brought together a number of Pike County educators, businessmen and industrial leaders to discuss the introduction of Junior Achievement into county school systems. The meeting was arranged by Goodyear Atomic. Nate Hurt, general manager (at the podium), requested that all county industries become involved in the Junior Achievement effort. Russell Pierre Jr. (D-306) is coordinating Goodyear Atomic's efforts.

Junior Achievement organization initiated during business meeting

Junior Achievement (JA) is a nonprofit, privately supported volunteer program to promote business and economic understanding among the nation's youth. The Goodyear Tire & Rubber Company has been an active supporter of the Junior Achievement concept throughout the country.

To this effective, Goodyear Atomic realized a major milestone on Thursday, June 2, by conducting a meeting of Pike County businessmen, industrial leaders and educators to recruit their support and participation in establishing local Junior Achievement chapters.

Goodyear Atomic has been interested in introducing Junior Achievement to Pike County for some time. Recently, General Manager Nate Hurt appointed Russell Pierre Jr., supervisor, Nuclear Materials Engineering (D-306), to coordinate the company's organizational efforts. Pierre has been working closely with the Central Ohio staff of Junior Achievement, leaders in Ross County and local school officials to plan organizational efforts.

Junior Achievement leaders at the meeting noted that today's economy is sophisticated and difficult, and the Junior Achievement program is a practical way to introduce students to the business world.

Components of the JA program reach students of almost all ages. Junior Achievement is for high school youth, Project Business is for junior high students and Business Basics covers the elementary grades.

In the Junior Achievement program, youth learn by developing, producing, marketing and selling products.

From interested area business people attending the meeting, a steering committee has been established to guide upcoming Junior Achievement organizational activities in Pike County.

Goodyear donates to Scout project

Youth attending Camp Oyo of the Scioto Area Council, Boy Scouts of America, soon will benefit from improvements and repairs to the camp's swimming pool courtesy of The Goodyear Tire & Rubber Company.

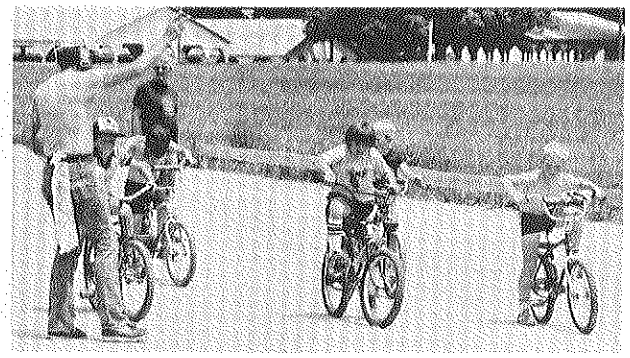
A $5,000 contribution from Goodyear made through Goodyear Atomic Corporation, will be used for a pool wall and drain project at the camp.

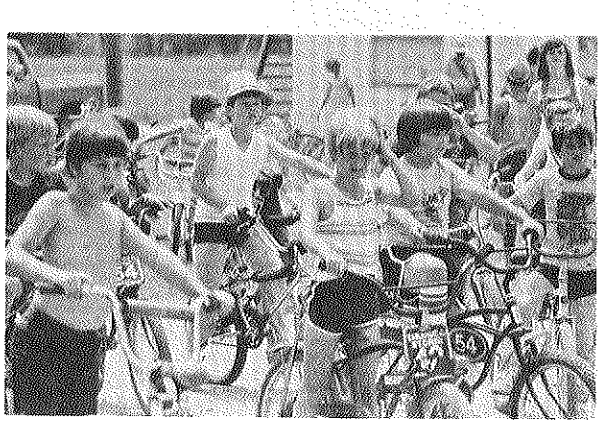
Mr. Gerald Sanders, scout executive for the council, noted that the gift has provided a catalyst for upgrading of the camp facilities and is resulting in contributions from other area industries.

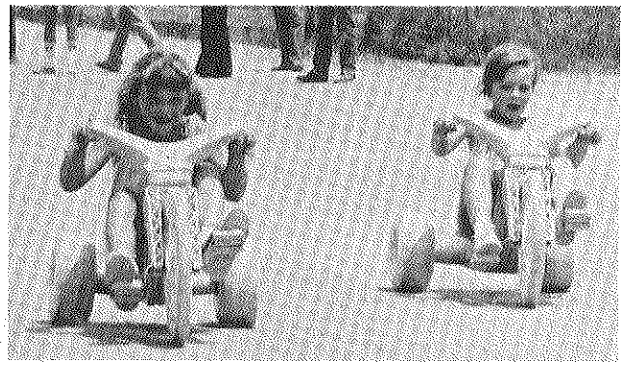
"We thank you for all the assistance Goodyear provides to Scouting, and for recognizing the benefits of a successful program for your company and the future employees which will constitute its most important resource in the coming years," Sander said.

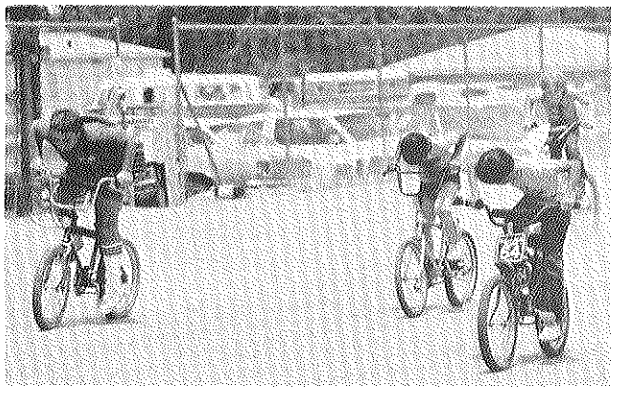
"Through your and other assistance, we hope to realize our objective of making Camp Oyo a showplace for Scouting."

Youth complete hot day of 'Hot Wheels' racing









Grand prize winners at the Third Annual "Hot Wheels" Bicycle Races sponsored by the GAT Top Ten Club were Scott Moore (Pac Man Hot Wheel), Jeremy Shaw (20-inch BMX boys' bicycle), and Serena Ramsey (12-speed girls' bicycle). Race winners were Josh Smith, Lori Smith, Becky Munn, Samantha Wamsley, Kathy Arnold, Jason Bennett, Andy Simon, Melissa Newman, Ronnie Stone, Bob Shell and Jeanie Wessel.

Horseshoe pitching "by the light of 'the Moon'"

The "Moon" is shining over horseshoe tournaments all over Ohio.

George W. Moon, electrician 1/C, won the Ohio State Indoor Horseshoe Pitching Tournament at Camp Creek in early May.

In late 1982, he placed 17th in Class A competition in the World Horseshoe Tournament conducted by the National Horseshoe Pitchers Association (NHPA). In August 1982, he won the Southwest District of Ohio tournament.

Moon has been pitching horseshoes for about 13 years, having learned the sport from his late father-in-law, who was an avid tournament horseshoe pitcher.

Moon practices at least three times per week, sometimes every day, for at least an hour. He participates in a tournament about every weekend, mostly in Ohio, but travels as far as Alabama and North Carolina occasionally to pitch in competition. The "World"is played at a different location each year, sometimes as far away as California.

Tournaments are played on either indoor or outdoor courts, and based on elimination through point competition—the most games won in a match determines the winner. But a tournament horseshoe pitcher bases his game on percentage—the number of ringers thrown as compared to the number of horseshoes pitched.

Moon's highest competitive percentage is 87.6—51 ringers in 58 throws. His percentage in the 1982 state tournament was 87.1—61 ringers of 70 throws. He pitched 75.2 percent in the 1982 Ohio tournament to finish in fifth place.

In some events, preliminary tournaments are conducted to determine percentages for placement in the main event. The percentage determines the class in which the pitcher will compete. Moon explained that percentages above 70 usually are Class A in local tournaments, but will be higher in World competition.

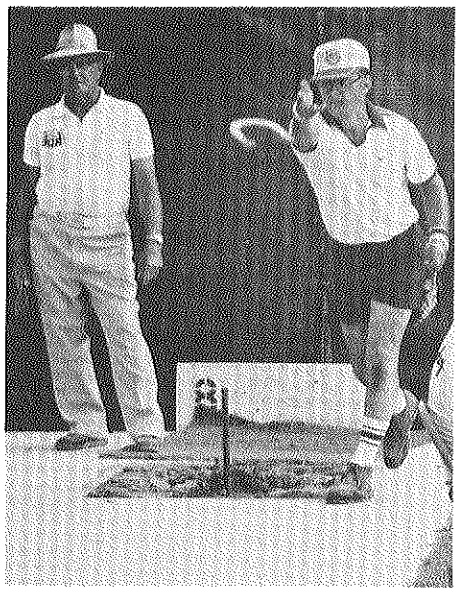
Tournament games are 40 or 50 points, Moon noted, as compared to 21 points for backyard—or "picnic"—horseshoes. A ringer counts three points, while a "leaner" or "closest to peg" credit is one point. There are no differences between indoor and outdoor courts, although at some indoor locations there is a provision for a shoe hitting the ceiling—no credit or a new pitch.

The official weight for tournament horseshoes is two pounds, eight ounces. A maximum of two additional ounces is permissible.

Tournament horseshoes differ from picnic horseshoes primarily in their composition and temper. The tournament shoe is softer. There is less bounce and more "staying power" at the peg, but more wear on the shoe. "Shoes purchased at discount stores are harder," Moon explained. "They last longer, but have no staying power." Tournament horseshoes cost anywhere from $18 to $55, and are available from specialty outlets around the country.

Moon noted that Ottie Reno, a former Pike County judge, holds the patent rights to one brand of tournament horseshoe and is also the author of a history of horseshoe pitching which traces the sport back to the ancient Romans. (His son is Ottie Reno II, uranium material handler (D-829) at GAT.)

Horseshoes must meet precise measurements for tournaments.



George Moon (right) is more than a "ringer" for a professional athlete—he is one. Moon competes in National Horseshoe Pitching Association (NHPA) tournaments around the country when he's not working as an electrician for Goodyear Atomic.

"No two people hold the shoe exactly the same way," Moon stated. "Most of the tournament pitchers use a grip to allow either a one and three-quarter or a one and one-quarter turn from release until the shoe's arrival at the stake."

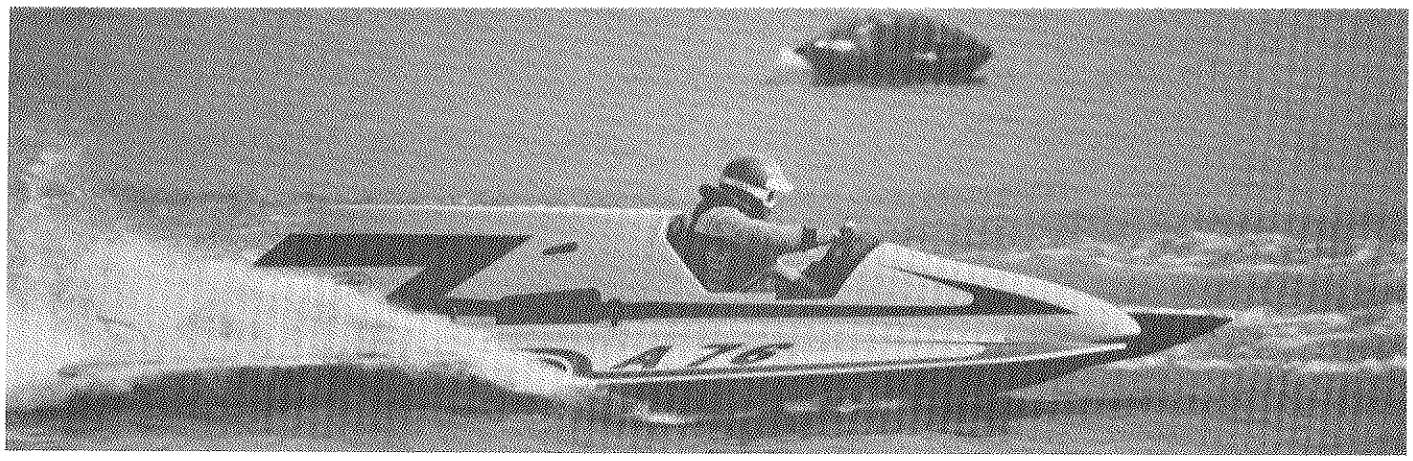
On the horseshoe court the pegs, or stakes, are 40 feet apart at the base and extend 14 inches above the ground. The distance between stakes is 30 feet for women and juniors age 17 and under. Stakes are one inch in diameter.

Moon has won more than 100 trophies in 13 years of horseshoe pitching, but only displays three or four in his home. Some he has given away. "And there's not much prize money," he noted. "Some is available in certain tournaments through entry fees or business donations and advertising.

The sport isn't followed on a large scale, as compared to others, but it's growing, Moon noted. There are now 5,000 NHPA members. The national organization estimates that there are more than one million regular horseshoe pitchers in the country, including leagues and tournaments conducted outside the national club.

Indoor facilities also are becoming more common, Moon said. "Several have been built here in Ohio, while some states don't have any at all."

"It's the best sport to play," Moon said. "There's nobody else to depend on or fault but yourself."



POWER BOAT RACING

Materials from around the world needed for special craft

Having taken a few runs at the starting line prior to the five-minute gun to see how long it will take to reach it, John Shewbrooks Jr. adjusts his helmet and waits for the one-minute gun before the start of one of several powerboat races in which he will compete this year.

His goal then will be to reach the starting line at full speed just as the white flag is dropped to indicate the official start. If he starts ahead of the gun, reaches the line at other than ninety degrees or is weaving to reduce speed, he's disqualified.

He'll be surrounded by six or seven other boats whose drivers have the same purpose, and if he fails to get into the first turn in the first position, he'll be in the middle of a spray-washed traffic jam, going through and over the wakes of his competitor's craft.

Later in the race he'll have to worry about cavitation, a condition of the water just under the surface caused by boats in the lead. In the bubble-foamed mass of airpockets caused by the others, his propeller will get much less "bite" than the lead boat which is running in more "solid" water.

The ultimate goal is to see the checkered flag first and hear another gun fire as his boat—the winning boat—crosses the finish line.

John is participating in this particular race on a weekend in between his five-day-a-week job as a staff auditor, Internal Audit (D-003), for Goodyear Atomic. He is racing in the 2.5 Litre Inboard Hydroplane "Class A" category. His boat is 16.5 feet long—its name is "Hi Mom" and its number is A-76. Its highly modified 155 cubic inch Chevy II engine develops more than 200 horsepower and will propel John and his boat over the water at speeds approaching 120 miles per hour.

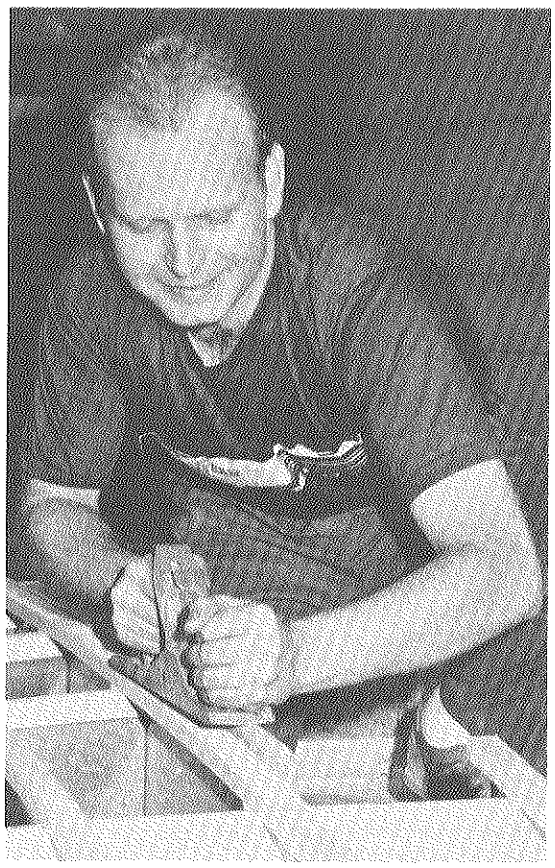
John is a partner with his father, a 45-year veteran of boat racing who now lives in Knoxville. His interest in boats began before grade school, and started with steering the family boat. When he was seven years old, he became the owner of a small fishing boat. His racing career began in Monticello, Kentucky, in 1971. John, then 16, took a driving test there which made him eligible to race.

In his first major race, an event in Washington, D.C., in 1972, he won second place in his division. John now enters eight or ten races each year, locally in the summer months and in Florida in the winter. States in which he races include Ohio, Kentucky, West Virginia, Tennessee, Indiana, Illinois, Georgia, South Carolina, North Carolina, Florida, and Michigan. His next race is July 4, when he will compete at Maysville, Kentucky.

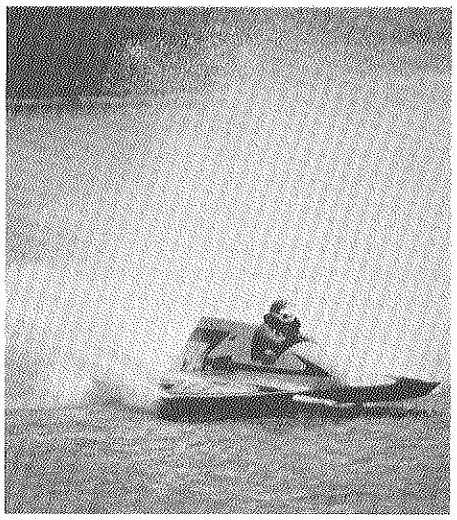
Shewbrooks' crew is made up of family and friends. He is licensed by the American Power Boat Association (APBA), which has headquarters in East Detroit. All participants in races sanctioned by this association must be APBA members. Where required, winning boats are inspected by association officials who will make sure their engines are within the limits set by APBA class rules.

John has considered eventually racing in other APBA classes, such as the "Unlimiteds" which average more than 200 miles per hour, but says that in the meantime he's just "an amateur racing mostly for enjoyment."

"It's just an exciting thing to do!"



The boat John Shewbrooks now drives in APBA competition is owned by his father. With assistance from friend Debbie Kegley, John now is building a new racing boat in the garage of his home near Lucasville. The new boat, to weigh more than 900 pounds, will be powered by a 2.5 litre fuel injected Datsun 240Z six-cylinder engine. The hull will be almost 18 feet long and a little over eight feet wide, of plywood and aircraft sitka spruce. The special marine-quality woods come from suppliers in France, Holland, the state of Washington, Canada and other distant locations. Special waterproof epoxies must be stored in a controlled environment at a constant temperature—the contents of his upstairs closets have been displaced to provide for this storage. "The work to racing ratio is more than 500 hours to five minutes," John states. "If you don't like spending long hours in a garage workshop, this sport is not for you." After several years of racing, boats weaken and must be burned or scrapped, and it's time to start over again. Projected completion of this boat is February 1984.



Cost Reduction Honor Roll

D. A. Bihl.....D/306
J. D. Jordan.....D/378
A. L. O'Connor.....D/411
J. L. Hieneman.....D/411
K. F. Newton.....D/411
R. W. Cranston.....D/411
V. J. Alley.....D/411
H. L. Smith.....D/422
C. R. Walker.....D/512
P. M. Gross.....D/557
B. J. Rumble.....D/566
R. G. Peed.....D/590
S. Couser.....D/623
S. E. Fulk.....D/641
A. E. Fischer.....D/712
B. J. Huddle.....D/712
G. W. Durst.....D/712
J. B. Merrill.....D/712
J. I. Newman.....D/712
E. S. Grow.....D/714
G. C. Callihan.....D/714
C. A. Secrest.....D/720
E. C. Gearhart.....D/720
M. C. Tulloh.....D/720
R. W. Dodds.....D/728
J. G. Brown.....D/731
F. J. Cox.....D/811
M. J. Ross.....D/811
T. P. Horner.....D/811
D. E. Lewis.....D/812
W. M. DeVelin.....D/812
W. T. Durbin.....D/812
W. A. Bayless.....D/822
D. E. Walters.....D/852

Piketon, Ohio
BULK RATE
U. S. Postage
PAID
Permit No. 11

Goodyear Atomic Corporation
P. O. Box 628
Piketon, Ohio 45661
Address Correction Requested