

# GRUMMAN

## plane news

Vol. 32, No. 1, Bethpage, N. Y., January 12, 1973

### Towl, Meyer to head new Grumman American firm

Grumman Corporation merged its commercial air operations with American Aviation Corporation, Cleveland, on January 2 to form the new firm of Grumman American Aviation Corporation, headquartered in Cleveland. The move was made to accelerate development in the commercial aviation field with the goal of gaining a larger share of the general aviation market for the new firm.

The announcement was made jointly by Grumman Board Chairman Clint Towl, who will also serve as Chairman of the Board of the new corporation, and Russell W. Meyer Jr., President and Chief Executive Officer of American Aviation Corporation, who becomes President of Grumman American.

American Aviation has been a manufacturer of sport, training and utility aircraft. It entered the general aviation market in late 1968 and in less than four years became the world's third largest producer of single-engine aircraft.

"Both Grumman and American have been very much interested in getting more deeply involved in commercial general aviation," says Meyer. "While American has only two production models at this time, our interest has always been to build a complete line of aircraft. Thus, Grumman gives us the capability for accelerating the plans we have always had, while American gives Grumman the vehicle for expanding into the far end of the market with smaller aircraft. We're fortunate that the design and service philosophies of both American and Grumman are the same. That is, to build very dependable aircraft and to support our customers."

#### Expect bigger gross

At present, Grumman American's sales are about \$70 million a year which, according to Meyer, are expected to reach \$80 million this year. Total employment of the newly formed company is 1,025.

In accordance with the terms of the agreement first announced last September, all assets related to the Grumman Gulfstream I, Gulfstream II, and Ag-Cat aircraft programs have been transferred to American in return for a combination of American's common stock and newly issued nonvoting, four percent cumulative preferred shares. Grumman Corporation will retain initially 80 percent ownership of the new company, whose total assets are valued at more than \$40 million.

Meyer points out that changes may ultimately take place in the new corporation, but that "we have no plans for making any major changes in the locations of any of our facilities in the immediate future."

As President of the new company, Meyer comes well prepared for the job. He grew up in Davenport, Iowa, and is a graduate of Yale University and of Harvard Law School. While his interest in aviation goes back many years, he likes to point out that he has flown in three branches of the service. He was an Air Force pilot while on active duty, he later obtained a commission in the Marine Air Corps Reserves, and then became a Naval aviator while attending Harvard Law School. After graduation, he practiced law in Cleveland and in 1966 he was asked to do the legal work for American Aviation. Six months later he was asked to become president of American, although for the next three years he was still officially associated with his law firm. "You might say I had one of the longest leaves of absence in history," he adds.

#### Name officers

In addition to Meyer and Towl, the other members of Grumman American's Board of Directors are William T. Schwendler, John C. Bierwirth and John

F. Carr, all of whom are officers of Grumman Corporation; and David S. Ingalls Jr., Cleveland, and Arthur B. Modell, owner of the Cleveland Browns.

Other officers of the new Grumman American Corporation are: Harry S. Wilson, Vice President, Finance; Alan B. Lemlein, Vice President and General Manager of the Savannah operation; Charles G. Vogeley, Vice President, Commercial Jet Marketing; William C. Seidel, Vice President and General Manager of the Cleveland operation; Roy C. Garrison, Vice President, Commercial Light Aircraft Marketing; Arnold W. Palmer (the golfer), Vice President, Public Relations; Robert G. Freese, Treasurer; and Fred D. Kidder, Secretary.

Grumman American's product lines will include general aviation, agricultural and business jet aircraft. Its single-engine products manufactured in Cleveland are the Trainer, a two-place training and utility aircraft; the TR-2, a sporty, high performance version of the Trainer; and the Traveler, a four-place pleasure and business plane. More than

460 Trainers and Travelers were sold in 1972, an increase of 45 percent over 1971.

The Ag-Cat, a high performance single-seat, single-engine aircraft designed for crop dusting and other aerial spraying applications, is manufactured under a licensing agreement by the Schweizer Aircraft Corporation in Elmira, N. Y. Record sales of 142 Ag-Cats were recorded in 1972, an increase of 39 percent over 1971 sales.

#### Commercial jet

The Gulfstream II, a twin-turboprop corporate airplane, which is the fastest and has the longest range of the world's business jets, will continue to be manufactured at the Grumman American facility in Savannah, Ga. The company also operates a major service center at Savannah which directs world-wide field support of both the Gulfstream I and Gulfstream II. The company delivered 14 Gulfstream II's in 1972 and has already received orders for 11 of the 18 airplanes to be constructed in 1973.

### Name Carr, Pierce to Corporate posts

Board Chairman Clint Towl outlined two more changes in the management structure of Grumman Corporation on December 19 when he announced the appointment of John Carr as Vice President-Administration and Lawrence Pierce as General Counsel of the parent company.

Carr, according to Towl, "will be responsible for the Legal, Controller's, and Corporate Secretary's Departments of the Corporation. He will also be responsible for the performance of the general administrative functions as they are conducted in the subsidiaries of Grumman Corporation."

Pierce, as General Counsel of Grumman Corporation, "will be responsible for the performance of the Legal Departments of Grumman Corporation and its subsidiaries, as well as the coordination of legal matters being handled with outside counsel."

Towl also enlarged the scope of Grumman Corporation Treasurer Bob Freese to include "the supervision of all Corporate and subsidiary financial plans and forecasts and the general financial relationships of the Corporation in Wall Street."

For John Carr, who joined Grumman in 1955, it was an extension of his duties since his election as Vice President of Grumman Corporation in 1955. Carr, a graduate of Williams College and Harvard Law School, has extensive experience in contract negotiation, both with the Government and in private in-



John Carr



Larry Pierce

dustry. Following his association with the Department of the Navy (1950-53) as an attorney in the office of the General Counsel, and as contract negotiator with Minneapolis-Honeywell (1953-55), Carr joined Grumman Aircraft Engineering Corporation.

In 1960 he was appointed General Counsel, and, in 1966, the additional post of Corporate Secretary. He carried those responsibilities into Grumman Corporation when it became the parent company of Grumman firms during a reorganization in 1969. He is also a director of Computility, Inc., a subsidiary of Grumman Data Systems, and Secret-

ary of Montauk Aero Corporation, a subsidiary of Grumman Corporation.

For 14 years prior to his joining Grumman in February, 1970, Pierce was with Foremost-McKesson, Inc., New York City. He is a graduate of Fordham College and of Fordham Law School.

During World War II he served on the cruiser USS Detroit for more than three years. He and his wife have four children.

Pierce joined the Company as Grumman Corporation Assistant Secretary and corporate law specialist. A year later he was named Secretary of Grumman Ecosystems, a position he still holds in addition to his present appointment.

## Over 2,000 get together at 25-year luncheon



If the 282 new quarter-century Grummanites thought times were tough in 1947, the year their careers with the Company began, they need only look at 1972 which Board Chairman Clint Towl summarizes as "the worst year the Company ever had." But he also reassured the more than two thousand 25-year-service employees attending the Company's 18th silver anniversary luncheon last month by saying, "We have faced adversity before, and with the kind of talent and perseverance we have assembled in this room today, we survived and we grew. We will survive this time, too."

Paralleling today's business prospects with those of 1947, he said, "The only basic differences between 1947 and 1972 are that the problems are now much more complex and there is much more at stake."

While Grumman's employment dropped from 5,300 to 3,400 in 1947, it was also a year with its share of promise. A new era had been ushered in: Grumman flew its first pure jet aircraft, the Panther fighter, which, in 1950 in Korea, became the first carrier-based fighter to enter combat.

### First jet flight

"The Panther's first flight took place on November 4," Towl recalled. "It took off from the Bethpage airport and was to land at Kennedy International which was then called Idlewild. The reason behind the Kennedy landing was that there was some doubt concerning the plane's braking system and we wanted to give it the advantage of Kennedy's long runways in case anything went wrong. As it turned out, the landing was perfect and the Panther was back at the Bethpage airport before the pilot ever received a reply to his request for a takeoff weather report from the Kennedy control tower."

Another long-term program that also got under way in 1947 was the first flight of the Pelican, the amphibious workhorse officially christened the Albatross. It ultimately became distinguished for having rescued more down-

ed aviators than any other aircraft.

Today, Towl pointed out, Grumman is more capable than ever, more accomplished than ever, "and yet in more serious jeopardy that we have ever known. The year 1972 may well go down in our history as the all-time record holder for bad news," he said. "I certainly hope so; I can't imagine a worse year than this one has been for Grumman. As in 1947, we are again facing a period of retrenchment — we are liable to lose more of our people and be faced with more stringent belt-tightening measures than we have known before. However, as in 1947, we also have something to look forward to in our continuing efforts to build a new future."

Referring directly to the luncheon group, he said "We have taken great pride, especially we gathered here today, in having produced some of the

finest military and commercial aircraft and space hardware ever built and we look forward to continuing to produce in that traditional pride for many years to come."

No summary of the current status of the Company's business would be complete today without some discussion of the F-14. Towl said that it has performed beyond expectation and that the F-14 development program has progressed more smoothly and efficiently "than any that we or the Navy have ever undertaken."

On the reasons behind the F-14's current financial problems:

"I felt that we had taken a bad enough beating with our loss of \$85 million . . . that it was time we stopped penalizing our shareholders who have had to carry a great share of the burden. And last, but not least, I felt that it was time we stopped punishing ourselves for building the best fighter in the world. We're not standing on line with our hats in our hands looking for charity. We want to continue building

this fighter as badly as the Navy wants it for the Fleet, but we also want to be paid to do the job."

While Towl did not offer any predictions of the outcome, he did say that Grumman's decision was a "regrettable choice," but that there was no alternative. "I wish I could tell you now how it's all going to turn out but I can't," he added. "In the meantime, we'll keep trying for a reasonable and equitable solution through renegotiation."

### 'We'll continue to grow'

Referring back to 1947, he concluded by saying, "we have faced adversity before and with the kind of talent and perseverance we have assembled in this room today, we survived and we grew. We will survive this time, too, and we'll continue to grow and hope that some Grummanite, someday in the distant future, will talk to another 25-year luncheon crowd and tell them that 1972 was, indeed, the worst year the Company ever had."



**Anniversary award.** Regis Beauville, one of 282 silver anniversary Grummanites, receives award from Board Chairman Clint Towl at annual 25-year service luncheon attended by more than 2,000 employees. Shirley Reiss is assisting Towl.



**Gift bearers.** When Jerry Mason, Dee Daggett, Linda Kost, and Tony Friscia visited St. Mary of the Angels Home last month, it marked the 14th straight year that Shipping-Spares had 'adopted' the kids there for the holiday season. That commitment came in the form of a \$2,000 check, being presented by Linda to Sister Olivia. (Photo by Marie Trimborn)

# Grumman vying with strong competition for contract on LST

"Because of our deep background in the rigors of designing and testing space vehicles such as the LM (Lunar Module) and the OAO (Orbiting Astronomical Observatory), this is a job we're uniquely qualified to perform."

The job is the LST, or Large Space Telescope. The speaker was Nick Sinder, recently named as program manager for the LST.

In the words of team member Joe Marino, the LST is to "open the window of electromagnetic waves we receive" so as to see far deeper into our universe. The earth's atmosphere, says Marino, serves as a kind of a blanket that conceals information about stars and galaxies.

Marty Olstad, who's also working on the program, puts it in another way: "We want to look at extremely faint stars, ones at 'the edge' of the universe.

group—under the direction of Vice President Tom Kelly, Grumman's director of Space Programs—are trying to do is to provide astronomers and physicists with the tools they need to explore our universe in depth.

## Tough competition

"The immediate task," explains Sinder, "is to get into high gear for a NASA Request For Proposal that's due in the middle of next month. Our response is to be in NASA's hands by early April. Then NASA will evaluate our proposal, along with those of our competitors—Boeing, General Dynamics, Lockheed, Martin/Denver, McDonnell Douglas, and TRW."

Some time in May or June, NASA will choose two of the seven competitors to implement a 12-to-18-month Phase B study. Then, in 1974 or early 1975, the

of technical expertise going for Grumman. For a dozen or more years, the Company has been in this highly technological effort. It has amassed 12 years of unrivaled experience in developing complex hardware systems for space astronomy and has had four years of experience in OAO flight operations.

In that connection, it's significant that Sinder got into the emerging field of space work as early as 1957 (six years after joining Grumman as a structural flight test engineer) when he was assigned to Preliminary Design and Advanced Development projects on aircraft, missile and space. He was on the OAO Program in 1962 as field test manager, and, three years later, became Program manager. And in another three years he became Program director.

## Probing galaxies

Sinder's direction of the Program continued until October of '69, at which time he was named as assistant director of Special Projects. He was selected as Program manager for LST this month.

Under the direction of Vice President Kelly—frequently referred to as "Mr. LM" because of his prodigious innovative design work—Sinder now is to guide efforts on the LST, "the next logical step" in the effort to unlock the secrets of the universe.

The LST, in brief, is a 23,000 pound telescope with a main mirror of over eight feet in diameter. It will be able to achieve more than 100 times the number of objects of the largest ground-based telescope (located at Mount Palomar). It will also be able to detect and measure stars and star-like objects at a horizon of the universe 10 times beyond our current capabilities. The LST will also be able to provide long-term monitoring of atmospheric phenomena on Venus, Mars, Jupiter and Saturn.

"Why," asks Sinder rhetorically, "do we need LST? What good will really come of it?" He has some answers and convictions about that. Broadly, he points out, "man's history has been dynamic, not static. We've had the rest-

lessness of a continuing need to know, to grow, to push into areas that are beyond our knowledge. I think that's a fundamental motivation. And out of it comes progress.

"What we're engaged in now with LST is part of that historic pattern, and astronomy is an instigation. Now we're at last capable of breaking through a centuries-old barrier to perceive what's 'out there'—and how it impacts on us. In a way, it comes just in time: we're aware that our earth's energy resources are not limitless, so we have to look outward. We have to find out the immense energies of outer space—what do they consist of, can we harness them. And how."

It is no idle inquiry; it's a question of continuing to live on our tiny ball in space. It's a world-wide concern, and LST is one tool for helping scientists around the world gather the information necessary to do the job.

The LST's guidance system will be capable of holding onto a target for extended periods within 0.005 seconds of arc (comparable to sighting on a dime over a distance from Washington to Boston.)

## Solar energy

Solar panels will provide electrical power to the LST, and its images will be transmitted to earth by telemetry.

The space craft will orbit the earth at an altitude of about 350 nautical miles. It will be launched from a Space Shuttle, and examined, repaired, and updated in space. Should a major re-working of its systems be necessary, the Shuttle makes it easy to bring the craft back to earth.

"The LST, used as a 'scout' for finding stars and star-like objects, will be capable of providing us with detailed measurements of bodies and energies in space," says Kelly. "It will be our best explorer of the universe to date. The importance of that cannot be overestimated."

Sinder and his team are fully aware of that, and they're mounting an all-out drive to respond to the RFP from NASA, and then go on to win the LST Program.



**Getting ready.** Nick Sinder (L), program manager for the Large Space Telescope, huddles with a couple of members of his staff, Marty Olstad (C) and Joe Marino, 'to get into high gear' for a NASA Request For Proposal. In foreground is one of the models of the LST. (Photo by Fred Annette)

Those can be stars of the 29th magnitude, stars we can't see here with even the finest ground observatory equipment imaginable."

So what Sinder and his growing

Phase C/D hardware contract decision will be made.

This seems a long road to travel in quick-step time, and it is. On the other hand, there's a deep and wide reservoir

## Reminder for after-hours, evening students

Corporate Training and Development will again be offering a variety of courses in its after-hours Voluntary Education Program for the spring 1973 semester.

Courses offered will cover various disciplines, including Computer Sciences, Engineering Sciences, Personal Develop-

ment, and Skills Development. Enrollment in the program, which will enable you to expand your knowledge and brush up on your skills, is strictly voluntary and is provided without charge.

Full details, including course descriptions, registration procedure, and other pertinent information, will be announced in the January 26 issue of Plane News.

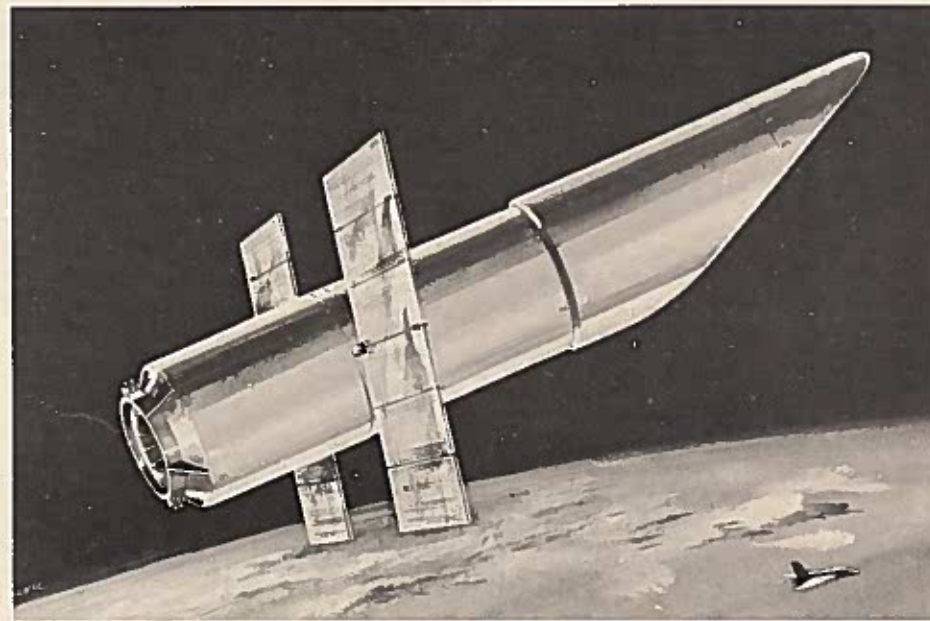
After-hours students are reminded that applications for spring term of 1973 must be filed with the Tuition Reimbursement Office, Department 326, Plant 39, within 15 days of the school's last date of registration.

Application forms are available at the Employee Services Offices and Field Base Administration offices.

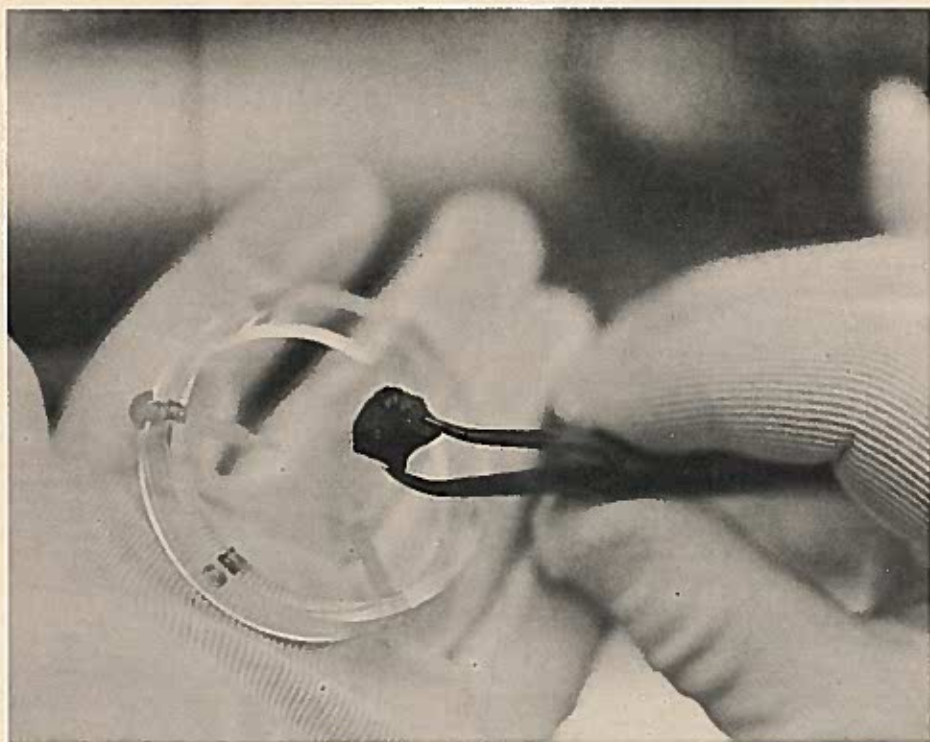
## United Fund drawing . . .

If you happen to be passing through the Plant 5 main lobby about 10 next Tuesday morning — that's January 16 — you're liable to run into a crowd. The reason: there's a drawing for 12 major appliances scheduled for United Fund participants at Grumman, with the top prize being a Sylvania 25-inch color console TV.

GRUMMAN, January 12, 1973



**Eye on sky.** The Large Space Telescope, shown in rendering by Bud Parke of Presentations, is designed to probe deeply into our universe.



**Lunar rocks.** Boxes containing specimens of the lunar rocks brought back by Apollo 16 astronauts were opened for the first time recently by scientists at Grumman's research center in Plant 26. A new analytical method developed at Grumman, known as the nuclear microprobe technique, will be used by the scientists, under NASA contract, to determine concentration levels of hydrogen and other light elements in lunar materials. (Photo by Harry Prodromides)

## Florida, Texas offering guides showing trail maps for canoes

Have you canoed the rivers of Florida or Texas? Especially if you've enjoyed a few of them, you will want to get copies of Florida Canoe Trail Guide and Texas Rivers and Rapids.

Florida Canoe Trail Guide is a 40-page booklet that sketches the attractions of the 16 river-canoes-trails now in Florida's Canoe Trail System. Difficulties to be encountered as well as the pleasures awaiting you are described.

There's history to be recalled along the Peace River Canoe Trail, for instance, where "one of the last battles of the Seminole War occurred near the west banks below Fort Meade."

On each trail map you'll find indications of whatever campsites, boat ramps, and waysided park locations are in existence, as well as a listing of Topo Map Quads available. For your free copy of Florida Canoe Trail Guide, write to: State of Florida, Department of Natural

Resources, Division of Recreation and Parks, Larson Building, Tallahassee, Florida 32304. Or, write to Grumman Boats Florida Sales, 5131 14th Street West, Bradenton, Florida 33505.

From Texas comes the Texas Rivers and Rapids—an all-encompassing, 64-page magazine. Eight rivers are described in detail, and there are checklist tips on canoe clothing, first-aid equipment, utility items, and personal articles to consider packing. There's even an article on canoe cooking, and 13 safety "Rules of the River."

For your copy of Texas Rivers and Rapids, send \$3.00 to Texas Rivers and Rapids, Box 673, Humble, Texas 77338.

And if you're not cartopping your own canoe to the put-in point but want to rent one for your trip, write for a free Rent-A-Canoe Directory to Grumman Boats, Marathon, New York 13803.

## Set forum at Stony Brook

The Suffolk Community Council Inc., together with the League of Women Voters of Suffolk County and the Suffolk Chapter of the National Association of Social Workers, is sponsoring a State Legislative Forum January 18 at 8 p.m. in the auditorium of the Student Union at the State University of New York at Stony Brook.

They will discuss the legislative forecast for health, welfare, and related fields, and will answer questions from the audience.

The guest speakers will be State Senator Bernard C. Smith, Assemblyman Peter J. Costigan, and a representative of the staff of the Counsel to

Governor Nelson Rockefeller. The participating organizations, in answer to a questionnaire, showed most interest in public welfare, home health services, and aging. Anyone interested in these or other vital county questions is invited to attend. Refreshments will follow the formal session.

All three sponsoring organizations have close contact with the community and welfare services.

The Suffolk Community Council Inc. is a voluntary, non-profit, non-sectarian, and non-partisan organization with 44 affiliated member agencies. Its purpose is to study health, welfare, education, and recreation needs of the county.

## Stevens heads Flt. Transportation

John Stevens, who has more than 30 years' flying experience, has been named manager of the Flight Transportation Department and will report to the President of Grumman Aerospace. Stevens started at Grumman in 1954 but before he joined Grumman he had already amassed extensive flight experience in the Army Air Corps (1942-45) and the Air Force ('51-'53), and as flight instructor and operations manager at Westchester County Airport from 1945-54.



John Stevens

### Bomber pilot

A bomber pilot in WWII—he flew B-24s and B-29s, Stevens joined Grumman as a production test pilot on the S-2F Tracker, the SA-16 Albatross, and the F9F-8 Cougar. He transferred to Flight Transportation in '57, flying the Gulfstream I, and later the Gulfstream II jet, for sales demonstrations and customer crew training.

In 1968, John was named chief pilot

in Flight Transportation, in 1970 assistant manager, and on December 18 of '72, manager. Stevens has his office in Plant 4 and can be reached on Ext. 9632.



**Hawkeye vets.** Four 'Hummers' from Carrier Airborne Early Warning Squadron 123 passed the 1,000-hour mark flying Hawkeyes recently during operations in the Tonkin Gulf. Shown here receiving awards from Field Service rep Dick Lambert (C) are Lt. Cdr. H. E. Seligson, Cdr. J. D. Larison Jr., skipper of VAW-123, Lt. M. P. Morgen, and Lt. R. H. Ekstrom.

## Will the real . . .

It's not often that a guy gets his picture in the paper twice for reaching his 25th service anniversary. But then, it's not often that a person reaches his silver anniversary only to have his name misplaced or blotted out through a production error—and that's what happened to five men on the November 1972 service list. Here they are, with their real (and unmarred) names, with our apologies.



P. F. Butler



W. R. Bolle



W. Penza



H. V. Quarry



E. J. Curtis



B. Fowler

R. Gregg

L. Pergola

L. O'Shaughnessy

R. Seaman

G. J. Amrhein

C. J. Schmitt Jr.

J. Finnegan

J. Horton

# service milestones

## 40

Henry L. Burkhardt, Ind. Engg. Crew-load (3)  
William N. Robertson Jr., Contractor Rel. (5)

## 35

Alexander P. Moore, Power Plt. Des. (5)  
Fred Heverly, B/P Whse. (17)

## 30

Andrew C. Nelson, Plant Stores (10)  
Virgil N. Zirpolo, Spotweld (2)  
Carl E. Peterson, Dispatch, WIP (2)  
Russell L. Johnson, Project Proposals (2)  
George Felber Jr., Plant Stores (2)  
Joseph Huskiewicz, Facil. Maint. (2)  
Ernest A. Sommargren, Mechanical (6)  
William A. Walter, Electron, Test (14)  
Charles W. Merritt, Ship & Spares Consolid. (17)  
Anthony J. Radziewicz, Plant Protect. (18)  
Harvey T. Edwards, Trans. Operations (20)

Edward M. Healy, B/P Warehouse (21)  
William V. Bertram, Assy. Meth. & Plann. (25)  
Ralph F. Wolff, Proj. Engg. Ops. (25)  
Caecar Roscigno, Sub-Assemb. Major (27)  
Peter J. Micciche, Fuselage Join. (27)  
John P. Hake, Critical Mat. Ctl. (30)

## 25

George B. Fowler, Fuse Fwd. Sub. & Major (1)  
Joseph R. Gregg, Methods Engg. (1)  
Louis Pergola, Parts Paint (2)  
Lawrence O'Shaughnessy, Steel Pts. Assy. (2)  
Robert Seaman, Hydraulics (2)  
George J. Amrhein, Presentation Serv. (2)  
Charles J. Schmitt Jr., Insp-mechanical (2)  
James Finnegan, Convention. Machines (3)  
John Horton, Spotweld (3)  
William F. Strano, Honeycomb Core Details (3)  
Robert T. Irvine, Wing Sub-Assem. (3)



J. De Lorenzo

M. F. Viafora Jr.

M. Getzelman

J. G. Hedges

## 20

Vincenzo J. Dandona, GSE Mech. (5)  
Robert H. Kell, INSP-Mech. (6)  
Adolf Lo Duca, P/S Prog. Mgmt. (15)  
Henry Campbell, Cust. Orders & Rec. (15)  
Paul Wilson, Saw (17)  
Robert C. Ketcham, Critical Material Ctl. (21)  
Roger Garon, Plexiglass (27)  
Joseph J. De Lorenzo, Assy. Tool. & Hand. Equip. (27)  
Michael F. Viafora Jr., Weight Optimization & Tech. Dev. (30)  
Martin Getzelman, P/S Elect. Eng. (34)  
John G. Hedges, B/P Warehouse (37)  
Robert W. Gibian, MSC Mfg Shops (52)  
John H. Gutkes, KSC Mfg Shops (83)

Anthony Ferretti, Maint. Admin. (1)  
Louis Samberg, Maint. Rearrangmt. (1)  
Manuel P. Alfonso Jr., Drop Hammer (2)  
Dominick Capozzi, Parts Paint (2)  
Anthony Coschignano, Maint. Rearrangmt. (2)

## 15

Hugh M. Thompson, Supr. Buffeteria Ops., Food Service (2)  
Paul Darby, Parts Paint (3)  
Russell Butler, Special Tools & Methods (3)  
Frank de Gatino, Maint. Rearrangmt. (3)  
Robert J. Harris, P/S Struct. Integrity Engg. (4)  
Theodore A. Rybacki, Flight Data (4)  
Jack Wolfenden, Off. Mgmt. (5)  
James Palmer, Maintn. Facil. Equip. & Gen. (5)  
Douglas A. Brice, MEAS Stand. Tech. (14)  
Marie L. Tsakis, B/P Warehouses (17)  
Frank Sticco Jr., Plant Protection (18)  
Theodore J. Heuermann, Prog. Engg. Mngrs. (25)  
Russell W. Squires, Research (26)  
Mary R. Gise, Chief Nurse, Medical (28)  
Louis N. De Angelis, Contracts A/C (34)  
Alfonso J. Frisco, Hull Assembly (36)  
Claus G. Wendler, KSC MFG Offices (83)

Eugene R. Piwowar, Support Equip. Prod. (5)  
Julia C. Roscigno, Procurement Mgmt. & Staff (5)  
Robert A. Hess, Facilities & Support (5)  
Walter G. Wohleking, Air Craft Prog. Staff (5)  
James F. Grubel, Maint. Rearrangmt. (12)  
John F. Tchinnis, P/S Program Mgt. (15)  
Kenneth D. Dale, Rec. Insp.-Elect. Test Lab (24)  
Edward H. Roemer, Contracts A/C (25)  
Joseph A. Giarraputo, PPO F-14 (87)

### Remember when . . .

. . . Future superstars Jackie Robinson and Yogi Berra met for the first time in a World Series, eventually won by the Yanks over the Dodgers in seven games. Yep, it was in 1947.



W. F. Strand

R. T. Irvine

V. J. Dandona

R. H. Kell

A. LoDuca

H. Campbell

P. Wilson

R. C. Ketcham

R. Garon

## HIS STAMP OF APPROVAL

076  
661

A couple of months ago about a dozen men crowded into a tiny conference room at Plant 1 to talk about a new way of doing business on the shop floor. Gathered around the table, scarred and burned from hundreds of other such meetings, were men from production, quality control, inspection, manufacturing. There were no vice presidents or program directors there, no kickoff speeches, in fact, not even a cup of coffee for the participants — and that was kind of surprising since they were talking about a program that could prove to be a vital one for Grumman.

They were discussing the Manufacturing Verification System, and if some of the production leadmen looked a little skeptical, it was because assistant chief inspector Ev Bennett was proposing a plan that would call for less—rather than more — inspection of their work. To veteran shop hands, that in itself was a shocker. Bennett, in effect, was proposing a change in the decades-old relationship between production and inspection through the Manufacturing Verification System.

### Inspect own work

And what is MVS? Basically, it is a re-emphasis, a refocusing on quality workmanship, a system that allows assembly workers in certain areas to inspect their own work. Undoubtedly there are some technicians who would say that they've been inspecting their own work for years. That's true; it's a matter of pride with them. MVS is expected to encourage that attitude.

But over the years, as aircraft and spacecraft became more and more complex, and the "perfect" vehicle became a critical necessity, that perfection was pursued by mandating more and more inspection. Eventually it became necessary to check every hole, every rivet, every clamp. One hundred percent inspection was the name of the game.

With too many people looking for discrepancies, it wasn't unusual for a person to let his work go on to the next operation, knowing — and expecting — that if there were any mistakes Company inspection would make the catch.

### Signifies 'quality'

So, in effect, manufacturing shops were often caught in a double bind: production stopped completely until an inspector could check out each operation, and if errors weren't caught immediately, they might not be picked up until some point farther down the line, which would make it very costly to correct the situation.

Grumman, through MVS, hopes to improve on that condition. "From now on," says Ev Bennett, "more manufacturing techs are going to perform their own inspections at points called Manufacturing Verification Points. We're going to audit the system. As an assembler completes a fabricating operation, for example, he'll stamp the ops sheet with his own permanent number. It's his stamp of approval signifying quality.

"We know there are going to be production mistakes, just as we know that

all operations sheets are not perfect. But when there is a discrepancy, we expect that manufacturing will point out the problem to Q.C. so that it can be corrected immediately. The only time a department will get 'red tagged' for a discrepancy is if it isn't reported to us and we have to pick it up during our random audit or at a mandatory check point farther down the line.

"Should that happen, all assembly operations in that department will go back on 100 percent inspection until we're sure the condition is corrected. It's not a punishment; it's more like localizing a problem area and trying to correct it through retraining, rewriting ops sheets, or whatever other action is necessary.

"Having each person stamp his own work isn't new to Grumman," says Bennett. "Inspectors have been stamping their own work for years; so have welders and test people, too."

### Converting to MVS

Certain manufacturing areas that are considered critical to safety of flight — heat treat, functional systems tests, final acceptance, for example—will not come under MVS and will remain on 100 percent inspection. And even in those production departments incorporating MVS, there will still be mandatory Q.C. inspections. However, in some cases up to 80 percent of present inspection checks have been converted to the MVS operation.

Before MVS is introduced to a plant, Quality Control Technical Services re-

views all operations sheets, work orders, and Q.C. travelers to decide where and when mandatory inspection points should occur. Key factors in that consideration are the criticality of the assembly operation to the total mission, the significance of potential downstream impact on joining operations, accessibility of the assembly, and systems tests, among others. Following this software review, MVS can be instituted.

### Vital to Grumman

And why is MVS vital to Grumman?

- It reduces waiting time for inspection for non-critical assembly items
- Reduces the costly inspect-reject-rework-reinspection cycle
- Highlights discrepancies early in the manufacturing cycle and reduces expensive rework downstream
- Helps identify training and qualification needs
- Helps assure continued quality products

There's no question about it, though, MVS puts a lot more responsibility on each man and woman in the manufacturing cycle. But it offers them something else too: the opportunity to certify his or her own work and to contribute to verifiable product quality, and to help identify and work out solutions for production problem areas.

Capt. Bob Belter, Naval Plant Representative at Bethpage, put it a different way:

"The Manufacturing Verification Sys-

(Continued on page 7)

GRUMMAN, January 12, 1973

# Egloff, Scheuer get new duties in Procurement Management

Norm Egloff and Lew Scheuer were assigned new duties in Procurement Management a couple of weeks ago. Egloff, who was appointed Special Assistant to Bill Paxson, a director of Procurement Management, to "assist in the administration of the director's office, the resolution of selected procurement problems, in maintaining an effective interface with Government and seller representatives, and in overall operations of Procurement Management."

Scheuer was named director of Program Procurement and "is responsible for all Program Procurement activities and Corporate Data Systems procurement."

## First in department

From the day Egloff walked through the door at Grumman in 1937 until the present time he had been associated with no other department but purchasing. Egloff became the fourth person in the department which later, at its peak in the early sixties, was to employ more than 600. His work during those 37 years has brought him in contact with all areas and all phases of purchasing buying and management, from simple catalogue buying to the subcontracting of highly complicated electronic devices.

Scheuer, a graduate electrical engineer (RPI-'48), has extensive experience in the design and subcontract management of electronic systems. He spent more than 13 years with Ford Instrument Company as design engineer, project supervisor, department head, and engineering director, working during that time on a number of guidance and control systems for Redstone

and Jupiter missiles.

On joining Grumman in '61, he was an electronics project engineer on the EA-6A, assistant program manager on the OAO (where he had major subcontract responsibilities), and then, on LM, subcontract project manager, subcontract manager, and finally assistant program director for Material.

He served as EA-6A procurement manager from November '70 until January '71, and at that time was appointed assistant procurement manager for Program Control.

Both Egloff and Scheuer are located on the mezzanine in Plant 5 and can be contacted on Ext. 3208 and 1403, respectively.



Norm Egloff



Lew Scheuer



Welcoming committee. Lt. Lance Wilmarth and Lt. R. Lee found Plant 4 reception committee when they arrived last month with TC-4C to be remodified with A-6E avionics for training mission.

## More on MVS

(Continued from page 6)

tem (MVS) plan looks like an outstanding innovation by Grumman Aerospace Corporation. When I visit plants and talk to Grummanites, I meet people who really care about doing a good job building Grumman airplanes. The MVS gives recognition to you who do good work by not requiring someone to check up on your work each time. Each airplane built is a work of art, and the MVS lets you 'sign your work' with the pride that comes with doing a good job of building a good design."

## Making it happen

MVS was introduced to Grumman at Plant 1 last October; in December, Plant 3 went on the system. In the next couple of months, Plants 5, 6, 27, and 36 will become involved in the new program.

"The success of MVS depends on each man and woman on the assembly floor," says Bennett. "They will be the ones who make it happen."

## Winning combo

Although the payoff won't arrive for a couple of weeks, there were 50 pretty excited guys from Machine Shop and Honeycomb in Plant 3 last week. They came up lucky and will share \$5,000 in N.Y. State lottery winnings. That figures out to about \$100 a man.

PART NO	PART NAME	MODEL	VER	OP SH REV ENG CHANGS	TYPE REL	METHOD ENGR	DATE	QC APPROVAL	SHEET										
A51B16000-801	AFT BARREL ASSY.	F-14							OF										
OPERATION DESCRIPTION																			
001	0042			2															
Remove -11 IF Using Drill Jig at 518-C, Drill Rivet HLS, for nut plates - c'sk A/R - Install nut plates & fasteners (wet coat prime)																			
001	0840			Inspect															
<table border="1"> <tr> <th>MECH</th> <th>PREL</th> <th>CO</th> <th>CUST</th> <th>DATE</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <b>MANUFACTURING VERIFICATION POINT</b>										MECH	PREL	CO	CUST	DATE					
MECH	PREL	CO	CUST	DATE															
001	0042			620															
Prepare structure & cover for form-in-place gasket. Apply GM4107-1/GSS 14105 (Max cured thick .025)																			
001	0840			Inspect															
<table border="1"> <tr> <th>MECH</th> <th>PREL</th> <th>CO</th> <th>CUST</th> <th>DATE</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <b>QUALITY CONTROL MANDATORY INSPECTION POINT</b>										MECH	PREL	CO	CUST	DATE					
MECH	PREL	CO	CUST	DATE															
001	0042			4															
Remove cover & hardware - clean, Ident with A/C # <span style="float: right;">Inst'l'd on A51-60001-801</span>																			
001	0042			622															
Assemble parts Ref (Oper #622 in P/L) - Trans drill & drill for rivet fasteners c'sk A/R (Ref A51B16035 dwg) - Install fast.																			
001	0840			Inspect															
<table border="1"> <tr> <th>MECH</th> <th>PREL</th> <th>CO</th> <th>CUST</th> <th>DATE</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <b>MANUFACTURING VERIFICATION POINT</b>										MECH	PREL	CO	CUST	DATE					
MECH	PREL	CO	CUST	DATE															
001	0042			624															
Assemble parts (Ref: Oper #624 on P/L) - Drill for fasteners, c'sk, clean & deburr. Install fasteners (wet coat prime)																			
001	0840			Inspect															
<table border="1"> <tr> <th>MECH</th> <th>PREL</th> <th>CO</th> <th>CUST</th> <th>DATE</th> </tr> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> </table> <b>MANUFACTURING VERIFICATION POINT</b>										MECH	PREL	CO	CUST	DATE					
MECH	PREL	CO	CUST	DATE															
<table border="1"> <tr> <td>WITHOUT MVS - FOUR (4) QUALITY CONTROL INSPECTION POINTS.</td> </tr> <tr> <td>WITH MVS - ONE (1) QUALITY CONTROL INSPECTION POINT AND THREE (3) MANUFACTURING VERIFICATION POINTS</td> </tr> </table>										WITHOUT MVS - FOUR (4) QUALITY CONTROL INSPECTION POINTS.	WITH MVS - ONE (1) QUALITY CONTROL INSPECTION POINT AND THREE (3) MANUFACTURING VERIFICATION POINTS								
WITHOUT MVS - FOUR (4) QUALITY CONTROL INSPECTION POINTS.																			
WITH MVS - ONE (1) QUALITY CONTROL INSPECTION POINT AND THREE (3) MANUFACTURING VERIFICATION POINTS																			

GRUMMAN AEROSPACE CORPORATION

OPERATION SHEET  
ASSEMBLY DESCRIPTION

M.O.D.

Operations sheet for F-14 assembly calls for 75 percent of inspection to be performed by technicians, audited by Q.C.

# Records tumble as Knopf hits 276-700 in Gray pin action

It didn't take long for Harvey Knopf to sight in on the Gray league high game record set a couple of weeks ago by Nate Kirschbaum. And while he was at it, to show he played no favorites, Knopf knocked off Caesar LoPalo's former series record, too.

Starting with a 214, Harvey then threw a solid 276—one of the highest efforts this year in GAA-sanctioned leagues—to eclipse Kirschbaum's mark by 11 sticks. When he added 210 in the third game, Knopf closed the round with a sparkling 700, far outdistancing LoPalo's former record of 617, to register the second 700 series of the season at Grumman. (Earlier, Phil Piacentini recorded a series in the low 700s during his four-game set in the Masters league.)

For Knopf, an engineer working on the F-14 Program at Plant 1, his high game was 101 sticks above his entering average of the session, and the 700 was his first ever. Others in the limelight were Don Ragas, 256-605 and Al Anderson, 211-553. Knopf, Anderson, and Mark Mellinger led the Spoilers to a high series, scratch and handicap, in the round.

## Katalo on top

In less rarefied air, Pete Katalo led the way in the Black loop as he put together a 620 string on 231 and 221, topping Sid Weihs' 203-203-605 and 214-590 by Lee Maggio. In that session, Jim Herzberg fired 213-586 and Wil Buck, 203-470. Earlier, Walt Stehlin hit 221-606, Irv Austin, 214-582; Carmine Vitale, 227-592; Bob Specht, 212-586; and Fred Wagenhauser, 231-584. . . . Jake Bussolini's 218, Mark Guss's 559, and Ro Fredricks' 198-497 led Century Mixed play.

Was it prophetic when the Triads were assigned team No. 16 in the Classified loop? That's just where they're resting — on the bottom rung — as the field nears the half-way mark in the schedule. It took awhile to reach the top, but with Bob Dudonis hitting heavily in the last couple of sessions, the Mustangs finally overcame the Tenpins early lead. Two weeks ago Bob tossed 231-237-657 — it tied the series mark — as he paced the Mustangs charge, and he got help from Ken Warta's 202-210-571. Other highlights in recent rounds included Mike Mustapich's 225-575; Jerry Samborsky's 213-573; Bob Ingram's 203-571; John Donovan's 235-599; and Joe Whelan's 201-202-582.

## They're celebrating

It may have been "Peace on earth, good will to men" in others parts of the globe, but there was no such feeling in the Masters bowling league as the world approached the holiday season. And how did the Whoizees—that's not supposed to be a siren, only "Who is he?" — greet the coming season? By clobbering the Mixmasters, that's how. Since the win propelled them into first, they had fun doing it, too. Joe Russo's 213 and 201 and Jack Nielsen's 211-573 led that outburst, while other standouts in the Masters were John Betterino, 779; Ray Zeller, 228-806; Sid Smith, 804; and Marty Fried, 233-762. . . . Red gleanings: Bill Hettinger, 222-611; Stan



Harvey Knopf

Domagala, 212-568; and Ernie Maas, 214-200-561.

Can intense competition be destructive to a developing personality? Some sociological and psychological authorities seem to think so. After all, who hasn't felt that fine film of perspiration while studying a 10-pin which could mean the winning — or losing — of a game; or that slight feeling of nausea as your opponents' anchor man strings three strikes in the last frame to snatch victory from defeat.

And over-exposure to losing, these same experts say, can create a defeatist attitude. Sound silly? Maybe so, but look at the Blue Mixed loop. The Cellar-

## Quarto paces Hellcats to fifth hoop win

Frank Quarto led the Grumman varsity basketball team to its fifth straight victory in the Huntington League. With Quarto sinking eleven field goals and going six for six at the foul line, the Hellcats rolled over the Central Bar team, 104-56. This victory sets the showdown for first place honors between the Grumman Hellcats and a team called Arbor, also undefeated, which will be played on January 10.

A former Manhattan College star, Quarto now has made a string of 20 straight foul shots for a new club record. Teaming with him in the backcourt, Eddie Krol contributed 19 points and six assists while keeping the Hellcats on the move. In addition to controlling the boards, Jim "Baseline" Cruthers and six-foot-three Bob Hambrecht chipped in with 12 and 11 points, respectively, and Jim McKinstry, a former N.Y. Jets tight end, continued to hustle and exhibit great ball handling.

In order to grasp the first place berth, the Hellcats will be up against a tough Arbor team led by Gary Wood, former N. Y. Giants quarterback, and former Louisville star, six-foot-seven Don Goldstein. Coach Mel Knopf says that the main game plan will involve keeping the big man, Goldstein, away from the backboards while using a tight man-to-man defense.

In Thursday night basketball league play, the Newcomers showed much of the same form they displayed as league champs last year. They demolished the

Dwellers seem to tweak the noses of those experts because they're eighth in a 10-team league. . . . but who's below them? In ninth are the Losers — and what sobriquet could be more self-deprecating—while in 10th are the Sinners. Need any more be said? If so, first place is held by . . . the Terrors. Think about it; check your league and see how many of the bottom teams have "losing" names.

Don Curran's 223-609 headlined Blue Mixed action, with Ed Anderson's 220-551, Al Hanes' 203-550, Paul Olenick's 517, and Joy Olenick's 498 among the other high spots. . . . At Patchogue, Joan Burgess came close to going through the '600' barrier but had to settle for 583 — a season high — with help from a 202 game. Teammate Ken Becker topped that total in a later session with 227-586 to keep Captain and his Crew in first in mixed play. Other listings: Val Lindstrom, 189-476; Dick Lindstrom, 548; Ed Campbell, 209-587; Dave Struller, 559; and Ethel Menrisky, 452.

## Windup for '72

It nearly happened! Rudy Dunkley's hold on the top individual laurels in the Bethpage Nite Owl loop was threatened — if only momentarily — by Harry Haase in the windup round for '72. Harry came off second best in his bout with Rudy for high-game laurels — his 259 was nine strokes short of breaking the old mark — but a sturdy 615 helped the Bombers take over the lead in the league. Others faring well were Al Al-

banese, 201; Tom Szwejkowski, 202; and Peggy Kolody, 188. . . . It did happen for Charlie Stumpf. His 615, on games of 210, 203, and 202, erased the old series mark by five pins and kept the Ball Benders atop the Rocket league. Way off in the distance were Tony Caputi, 234-554; Vin Esposito, 530; and Kevin Wall, 531.

## Heavy, heavy . . .

If you think Eugene O'Neill's "The Iceman Cometh" was depressing, think how Rich O'Neill felt recently. He was confronted by four Icemen who cometh to the Blue loop to roll against his team—and proceeded to whitewash the Blue Devils 11-0, in spite of Rich's 215-200-597. In that same meeting the Musketeers got rolling again with a big win over the Spoilers, aided and abetted by Joe Morrison's 231-569 total. . . . In Woodbury Mixed results: Kathy Degnan, 179; Dot Eivers, 456; Carol Mayer, 454; Herb Pirkl, 559; John Mayer, 555; Andy Romano, 235.

Fred Kuehne and Dom Martino paced Aerospace kegling results in recent rounds at Kuehne fired 237 in a 569 total and Martino closed at 607 after games of 212 and 211. Joe Gallo and Tom O'Connor were among the leaders with 227-212-594 and 213-592, respectively, while other high scorers included Ted Dija, 218-204-588 and Ed Lomot, 585. . . . In the Hawkeye Mixed: Tom Cava, 225-592; Ray Newcombe, 228-532; Andy Goshefski, 205-550; Louise Nelson, 186-470; Helen Murtha, 173-465; Maude Schulz, 179-463.

Digits 97 to 49 for their third victory in a row, with Frank Quarto scoring 22 points. Vince Clerico, Lee Gendron, and Ed Krol contributed 16, 14, and 13 points, respectively. At the end of the first half, the Newcomers had already tallied 84 points, while the losers trailed by 42 points. The Digits high scorer was Bill Lowe with 11.

The Newcomers were also hot as they

made it four in a row when they trounced the Tom Cats, 91 to 64. Led by the fine shooting of Doug Kueling and Lee Gendron, 23 and 20 points, respectively, the Newcomers at half-time enjoyed a 20-point spread. The Tom Cats never shortened the gap as the winner's Foote, Bauer, and Clerico hit the hoop with 17, 14, and 10 points. Joe Sousa was high for the losers with 16 points.

## Grumman marksmen lose two shootouts In L.I. Industrial pistol league matches

If they were old fashioned shootouts, like the one at O.K. Corral, there would be no doubt about who won or who lost—if you could still move you'd probably be the winner. But in the L.I. Industrial pistol circuit, you get to try again, even if you've been gunned down six times in a row.

Perhaps in their next match members of the Grumman D squad will record their first victory in the expert division of the league. The Ds maintained their streak in .22 caliber competition by losing their sixth straight recently, this time to Sperry, 1,013-1,040. Dave Rice fired 273, Art McKee, 263; Greg Criscione, 254; and Jerry Minerva, 223 in the match.

## Some satisfaction

Things went better in the South Shore League for Grumman. In that action, Rice hit 272, Phil Boehm shot 264, Cris-

cione, 285, and Ron Trenkner, 240, as their team dropped the Meadowbrook Sportsmen, 1,034-962 in the center-fire (.38 and .45 caliber) match.

Earlier, Pan Am knocked the Grumman Bs out of their unbeaten record, 979-977, in the sharpshooter division.

## Volleyball champs

A second-game loss to the Bombers proved only a minor annoyance to the Spikers in the final playoff for the volleyball championship of Plant 27. After scoring a 15-3 opening win, and then suffering a 15-2 defeat, the Spikers came back to sweep the final games, 15-12, 15-7, to earn the Wyandanch title.

Members of manager Ray Lavelle's winning club were: Rudy Reed, Angelo Stefanos, Connie Vogel, Len Trifaro, Bob Byrne, Bill Lewis, and Chris Stiefvater.





**Pearson's newest.** The Pearson 36 sloop, designed by Bill Shaw, is 29 feet, two inches along the waterline, 11 feet in beam, sleeps seven and features a permanent navigation center and convertible dinette. It will be featured at the 63rd National Boat Show, January 26-February 4, at the Coliseum, New York City.

## Pearson 36 goes on display at Boat Show starting Jan. 26

A diverse and exciting range of water craft, along with outboard motors, marine engines and myriad accessories—plus a fascinating line-up of sport and educational exhibits this year — are moving into the New York Coliseum for the 63rd edition of the National Boat Show, January 26 through February 4.

Grumman products, of course, will be well represented this year. And alongside the product lines from all the major U.S. builders and manufacturers will be exhibits from many foreign ports. Boats from Canada, England, Ireland, Spain, France, Japan, Germany, The Netherlands and Hong Kong are being displayed, while Australia is sending a 19-company exhibit of boats and accessories.

The Boat Show's management is optimistic. This year's show is expected to be even more successful than last year's when orders taken totaled more than \$56 million and the number of people passing through the gate exceeded 362,000.

### New entry

Pearson Yachts of Portsmouth, R.I., a subsidiary of Grumman Allied Industries, will feature a photographic exhibit of its line of fiberglass racing and cruising sailboats, including photos and plans for the newest boat in the line, the Pearson 36 sloop. Designed by Pearson President Bill Shaw, the Pearson 36 sleeps seven adults and features a permanent navigation center and convertible dinette. Cabin headroom is six feet, four inches throughout.

The cockpit has more than seven feet of easily worked space to handle the 601 square feet of sail carried by the boat. Below the waterline, the Pearson 36 has a clean, relatively narrow entry, a swept-back fin keel, combination skeg-rudder and a deep-vee configuration aft. Auxiliary power is provided by a gasoline or diesel engine.

Queen of the show will be a 46½-foot motor yacht priced at more than \$133,000, longer by 18 inches than the show's largest sailboat, which is priced at \$45,000.

### Plenty for everybody

After you've seen the newest trends in boating, including the standardization of flying bridges and the modified deep-vee hulls, there are fully representative selections of accessories and gadgetry: a hailer/listener, for instance, is also a complete communications system, a fog horn and a burglar alarm. If you are one of the hardier ones who manages to see the whole show, you will have traversed approximately two and one-half miles of aisles covering all four floors of the Coliseum.

The show opens to the public at 5 p.m. on Friday, January 26, and runs through Sunday, February 4. The Coliseum will be open from 5-10 p.m. on January 26; from 10 a.m. to 10 p.m. on both Saturdays; 12 noon to 7 p.m. on both Sundays; and weekdays from 12 noon to 10 p.m.

Tickets for the show are \$3.00 each, but if you stop by your plant Employee Services Office, you can buy discount

tickets for \$2.00 each, tax included. Children's tickets are available at the Coliseum.

While the show serves as a showcase for boating products, boatmen and representatives of the boating industry also use the occasion as a gathering place for the exchange of information and ideas, for meetings, conferences, and even for legislative action.

## Ski jaunt

There isn't much time left. If you want to be aboard when the 'ski bus' pulls away from Plant 3 on Friday evening, January 26, bound for New Britain, Conn., you had better get in touch with the Grumman Athletic Association right away.

Here's what's being offered on the ski weekend:

Transportation from Plant 3 to Howard Johnson's at New Britain; transportation to and from ski slopes; deluxe accommodations—all rooms have color TV and private bath; snack and beverage on arrival; breakfast and dinner daily; minimum of two hours daily ski instruction; full facilities for beginner and expert; use of ski equipment; get-acquainted fondue and wine party; dancing. And if that's not enough, the group will be personally directed and escorted.

And the cost? For four persons in a room (price includes ski equipment—if not needed deduct \$5 a person)—\$55.50 apiece; three — \$60.50 each; two — \$65.50 apiece.

Skiing will be at Powder Ridge, Mt. Southington, with return to Plant 3 scheduled about midnight Sunday, January 28.

### Net tickets

Although the N.Y. Nets-Virginia Squires will be big game at the Nassau Coliseum the night of Wednesday, January 31, the Grumman varsity squad is scheduled to play L.I. Lighting in the preliminary contest starting at 6 p.m.

Tickets, which normally sell for \$6.50, are on sale for \$4.75 at the GAA office in Plant 30. Student tickets cost \$2.75 — however, if a student is challenged at the gate, he (or she) must provide proof of student status.

"Dr. J" and his Squire teammates are scheduled to take the floor against the Nets at 8 p.m.

At Employee Services Offices, tickets for a coliseum doubleheader are on sale for \$4.50—that's a \$2 discount. The date: Saturday, February 24; the teams, St. John's vs. Notre Dame and Adelphi vs. C.W. Post. Game time: 1 p.m.

## Having trouble finding room?

Having trouble trying to find room in your file cabinets for 1973 material? Are your bookcases stacked with old documents, with recent binders in line waiting for a vacancy? The Record Center at Bethpage just may be able to help you with a little new year housecleaning.

The Record Center, located adjacent to Plant 25, is available to all departments which require storage of semi-active or inactive Corporate records for legal or contractual requirements, or for reasons of Company policy or historical purposes.

These documents can be in the form of IBM card boxes, check boxes, binders, or classified material. Other records are repackaged by the Record Center and placed in special storage boxes under the department's name.

Your friendly Record Center representatives, Hank Giersberg and Bill Hordisky at Ext. 3194 are more than willing to come to your department and advise you on how best the Center may serve you.

A completely revised retention schedule, which details the period of time records for each department must be kept before destroying, is now available.

Since the Records Center began operations in 1961, it has stored more than 2,000 tons of records. Why not have your office a little neater for 1973 and send a few pounds of records to the Records Center?

## CALENDAR of events

Notice of events for period Jan. 26 to Feb. 9 should reach Plane News by Jan. 17.

**AMATEUR RADIO CLUB:** Wed., Jan. 17, 5 p.m., WA2LQO Shack, roof of Plant. 5, business & operating, guests welcome. Emmett Goodman, Ext. 87125.

**AMERICAN PRODUCTION & INVENTORY CONTROL SOCIETY:** Fri., Jan. 16, 6 p.m., Camelot Pub, Pickwick Motor Inn, L.I.E. Exit 48, Plainview, guest speaker, guests welcome. Norm Heilwell, Ext. 7629.

**AMERICAN SOCIETY METALS and AMERICAN WELDING SOCIETY:** Joint meet., Wed., Jan. 17, din. 6:30 p.m., meet. 8 p.m., King's Grant Mot., Plainview, N. Y., speak., film, discussion, public welcome. Joel Greenspan, Ext. 2021.

**COIN CLUB:** Every Wed., 12:05 p.m., vendor conf. rms., Pit. 25, informal lunchtime meet. Ken Hale, Ext. 1936.

**DUPLICATE BRIDGE CLUB:** Every Thurs., 6 p.m., Pit. 30 cafet., ACBL sanction, duplicate bridge game. D. Panshoukian, Ext. 2798.

**FAMILY CAMPERS:** Sun., Feb. 4, 5 p.m., Pit. 18, mo. meet., guests welcome. Herman Heinlein.

**FENCING CLUB:** Mon., 5 p.m., Pit. 30 cafe, Instruc. & competition. George Kegney, Ext. 7541.

**FLYING CLUB:** Fri., Jan. 12, 5 p.m., FAA films, guests welcome. Betty Schledorn, Ext. 7372.

**INSTRUMENT SOCIETY OF AMERICA:** Wed., Jan. 17, 7:30 p.m., Calverton, Tour of ATC, public welcome. R. Romaneck/K. Budd, Ext. 2275.

**RETIREE CLUB:** Wed., Jan. 31, 1:30 p.m., Holiday Manor, reg. mo. meet., close. to outside.

**ROD & GUN CLUB:** Wed., Jan. 31, 7:30 pm., John's Oasis, ann. meet., John Crawford, Ext. 2683.

**SKI CLUB:** Wed., Jan. 17, 8:30 p.m., Holiday Manor, Rt. 107, guests welcome. Dink Carr, 921-6800.

**STAMP CLUB:** First 3 Wed. of mo., 5 p.m., Pit. 30 cafe, circuit book sales, auction, gen. discuss., new members & guests welcome. E. Manaker, Ext. 3513.

**SOCCER CLUB:** No games scheduled Jan. & Feb., '73. Next game March 4, 1973.

**SOCIETY OF LOGISTICS ENGINEERS:** Thurs., Jan. 25, 5:30 p.m., Old Country Manor, 244 Old Country Rd., Hicksville, N. Y., speaker. Darwin Green, Ext. 9653, reserv.



## For Sale

**COUNTER:** Electronic, hp 524A, (10-10m)Hz, \$225; plug-in hp 525A, (10x100)MHz, \$90, hp 525B, (100-200)MHz, \$95; hp 526B, time interval, \$75. John Link, Ext. 1418.

**CARRIAGE:** Blit-Rite Park Ave., navy bl. coach, \$75. 669-9022.

**TIRES:** 2 Goodyr. blkwall. polygl. pwr. cushion, 700x13, \$25/pr. 785-2143.

**COLOR TV:** Admiral 23 in. Col. console, 3 yrs., nds. repair, best offer. 735-5261.

**MISC.:** Snow Blower, \$50; 16mm Revere movie camera w/turret lens syst. & case, \$25; firepl. set, \$15. 728-3284 after work.

**HOUSE:** No. Patchogue, 100 x 200, 8 lg. rm., 4 bedrm., den, 1 1/2 bath, w/w, s/s, 2 car gar., prof. landscpd., 5 appll., low taxes, \$38,000. 289-8068.

**STEREO:** Phonograph w/AM radio, Panasonic, 1 yr., AC/batt. (6 D cells), ask. \$20. 586-0757.

**FM STEREO:** Sony '72, receiver STR-6200F sol. st., \$500. 751-1860.

**STEREO:** Decca, the Monroe hi-fi, 2 spkrs., 16x15x 9 1/4, 4 spd., \$35. PR 3-7467.

**STEREO:** Amplifier, Harman-Kardon Model A500 50w, w/2 Jensen speaker syst., \$45. 928-1043.

**PING-PONG TBL.:** W/wout legs. R. Wiack, 757-8535.

**ROLLER SKATES:** Lady's, 8 1/2, white w/case; crib, playpen & baby swing, \$20. 681-9588.

**STEEL DOOR:** 29 1/4 x 79 1/8 x 1 3/8 thk., compl. w/hinges. 921-8265.

**POODLE:** Female blk. miniature, AKC reg., 10 wks., \$110. John Link, Ext. 1418.

**HOUSE:** Shirley, 3 bdrm. ranch, wood. half acre, full bsmt., gar., \$26,000. 698-2704, after 5 p.m.

**HOUSE:** Laurelton, Queens, 2 story, city plot, east-in-kit., lrg. liv. rm. & din. rm., 3 bdrm., 1 1/2 bath, bsmt., gar., nr. transport., shop., & schools. 212-978-2898.

**PROPERTY:** 96 secluded acres, 8 mi. E of Greenfield, Mass & Rt. 91, stream, \$10,000. terms. OR 6-1707.

**T-BIRD:** '67, 2 dr. htdop., air cond., pwr. steer. & bks., auto., bkt. seats, \$775. 941-4227, after 6 p.m. & week ends.

**FIAT:** '71 Spider 850, AM/FM, \$1,500. 486-0465.

**VW:** '70 Sqbuck., red, new tires, re-verb radio sys., xtra rims, orig. owner, xtras, \$1,650. 888-1167.

**SKIS:** Hart Camaro comb., metal & fbgl., brand new, nv. used, no holes drilled, 210 cm, ask. \$80. 586-4189.

**CORVETTE:** '69, 2 tops, air cond., 327 eng., 4 spd., custom hood & paint, gold on gold, side pipes, Andsen wheels, \$3,500. PI 6-3286.

**CORVAIR:** '65, nds. repairs. CH 9-9359.

**TRUCK:** '59 Ford pick-up, good rubber, engine, \$175. GR 5-5209.

**BOAT:** 17 ft. Larson, fbgl., 80 hp Johnson, navy, top, back & side cover, built in 8 gal. tank, 6 gal. gas tank, cox trail, 3-spd. winch, depth find., \$1,700. 666-0946.



**Money men.** Vice President Tom Rozzi met recently with top suggestion winners at Plant 1 who earned a total of \$2,325 in Savings Bonds for production ideas. Shown here with Rozzi are Harold Osswald, Plant Manager Bill McLean, John Petersen, Rozzi, John Transue, Rocco Famiglietti, Al Beyerlein, Bob Lentino, Frank Rule, and George Vengroski. Joe Thornton, another winner, couldn't make the photo.

## For Sale

**FIAT:** '72 Sport Spider 850, conv., brand new, 1,000 mi. plus. 585-5567.

**BOAT:** 15 ft. Grumman runabout, 35 hp Evinrude, Holsclan trlr., elec. start., \$595. SU 5-7113.

**BOAT:** 19 ft. wood, 80 hp, elec. start, Evinrude, extras, \$850. 212-343-6537.

**STEREO:** Motorola port., \$35. MY 4-7890.

**STEREO:** Sony, TC 122 Sonymatic, cassette deck, \$70. 543-4371.

**WASHER:** Maytag deluxe, wring, type, remote safety control, sq. metal tub, brand new cond., \$75. 669-0796, after 7 p.m.

**RACING SLICKS:** 2 new 9 in., resin impreg. on 14 in. Chevy GTO rims, \$50. 929-4444.

**RIMS:** 7.50x15, 5holes, \$10/pr. 234-0479.

**CARRIAGE:** Blit Rite, 2 yrs., brown & wh. coach, used 8 mos., \$25. 212-389-7716, after 4 p.m.

**CAMERA EQUIP.:** Graflex XL outfit, 80mm Planar, \$375; Canon FTB, 35mm, 50mm, 100mm, 200mm, fd lenses, \$575; Pentax, 6x7, 55mm, 105mm, 150mm, 200mm lenses, \$1,200. 212-923-8509, evgs.

**WHEELS:** 1 pr., 15 in. 5 lug, off Rambler. 735-5261.

**MISC.:** Guitar amp, 50w, Goya piggyback, reverb, tremolo, standby, 12 spkr., covers, \$50; wash. mach., Maytag, 3 cycle, top load., \$35. 724-5989.

## For Sale

**CAMERA EQUIP.:** Linhof 4x5 super Technika, triple ext. bellows, univ. back, fr. & back swings, tilts, rangefind., graphic view find; Schneider Xenar lens, 150mm, f4.5, Compur M-X shutter, 1/400 sec., \$31-5229.

**CHAIR:** Barrel-back tapestry, \$25; drum tbl., \$15. 931-5229.

**DRYER:** Westinghouse elec., \$50. 979-6133.

**PROPERTY:** Wading River, 125x150 wood., nr. beach, priv. beach rights in deed, \$8,500. 212-343-2175.

**HOUSE:** Massapequa, 3 bdrm. ranch, fin. basement., gar., 1 1/2 bath, panel, w/w, air cond., swim. pool, fenced, 1/4 acre, low taxes, owner, \$37,900. 799-1360.

**GUITAR:** Zim-Gar elec., 2 pick-ups, Tremela, tone & vol. controls, \$35. 249-1641.

**GUITAR AMP.:** Fender twin reverb, 2 channels - 4 inputs, reverb, vibrato, bright switches, 2 12 in. spkrs., dolly, dust cover, used 10 hrs., \$229. 212-828-9353.

**PUPPY:** Boston Terrier, female, 6 mos., AKC, shots, wormed, homebred, champ. sired. PE 1-4815.

**TRAINS:** American Flyer, engines, 350 blue royal, 360 & 364 - A&B Sante Fe, 375 Diesel switcher, alum. pass. cars, remote contr. switch. JU 4-6771.

**FURNITURE:** White mod. twin hdbd., doub. dressers, chest of draw. & mirr., ask. \$200. 433-5192.

**VACUUM:** Shetland canister, 1 hp. motor, all attach., \$15; floor pol./wax., Hoover, rug shampoo attach., \$20; Kenmore 86 sewing mach., attachments, in walnut cab., \$75. 735-2194.

**ICE SKATES:** Men's/boy's figure, size 8, new, Canadian Rocket, \$10. PE 5-8673.

**PING PONG TBL.:** Regulation, fold. type, 1/4 thk. ply., w/access., \$25. PI 2-3479.

**COLOR TV:** Heathkit 23 in., mediterr. cons., RCA matrix pict. tube, built-in test equip., remote contr., twin spkrs., hi-fi output jack, \$200. 747-7152.

**HOUSE:** Amiyville, 2 bdrm., col., 1 1/2 bath., firepl., dbl. gar., full basement., new furnace, \$30,500. 264-0872.

**CHESS SET:** Hand carved, pure onyx, \$60. 212 WA 8-8082.

**TYPEWRITER:** Sears elec. 12, port., \$80. 796-8204.

**TIRES:** Toyota, w/rims, \$15. JU 7-4176.

**TRIUMPH:** '71 GT 6 Mk III, rad. tires, 4 spd. trans., leather int., AM/FM, rec. tuneup, front disc bks., \$2,000. PE 5-4386.

**HONDA:** '70 1/2 Mini Trail, model 250, 3 spd., fr./rr. shocks, lights/direct., fold. handlebars, insp. & licensed '72, low mi., new. RO 4-0965, evgs.

**CADILLAC:** '55 two dr., best offer drives it away. 626-0843.

**VAN:** '65 Ford Econoline, front chr. wheels, snows, new alt. & carb., \$550. 261-0380.

**LE MANS:** '67, auto. trans., 8 cyl., pwr. steer./bks., new points, plugs, carb. & batt., \$750. WE 5-6922.

**SUZUKI:** '67 250 cc x 6, 6 spd., new carb., oil pump, rec. rebuilt, must sell, best offer over \$300. 289-1611.

## For Sale

**TRANSMISSION:** Used Ford 4 spd. trans. w/link., shift. & console from '66 Mustang, drive shaft inc. 742-1906, evgs.

**RAMBLER:** '69, white, 2 dr., 6 cyl. 212 LA 8-1799.

**AUSTIN AMERICA:** '70 purchased in '71, R&H, 4 spd. trans., gets 30 ml./gal., \$900. 433-3277.

**VEGA:** '72 Hatchback, 3 spd. trans., AM/FM, w/w, \$1,650. PE 1-1386.

**FAIRLANE:** '68, 33,000 mi., pwr. steer., new shocks, bks., upper ball joints, heat. & defrost., 3 spd. stand. trans., \$900. 935-9235.

**VW:** '68, \$850. 922-0740.

**SUZUKI:** '71 Titan, 500 cc., \$675. 681-7872.

**VW:** '65, \$225. 671-0517.

**PICK-UP TRUCK:** '68 Chevy, 6 cyl., 8 ft. body, snows, \$1,100. 623-5248.

**HOUSE:** Smithtown-Nesconset, 3 bdrm. ranch, firepl., pnd. den, liv. rm., din. rm., central air cond., full bsmt., 2 car gar., 1/3 acre, \$44,900. 724-5769.

**COUGAR:** '70 XR7, blue w/dk. blue vinyl roof, pwr. wndws., steer, pwr. disc bks., rear defrost., air cond., blue int., low mileage, \$2,550. 825-7363.

**MG 1100:** '65, nds. trans. wk., 5 new tires, best offer. 433-0489, after 5 p.m.

**FIREBIRD 400:** '69, 4-spd., AM/FM stereo, 8 track, new tires & snows, alarm, rally wheels, maroon/blk. int., 34,000 mi., ask. \$1,850. 741-7167.

**MISC.:** Men's unpolstered club ch., innerspring construct., \$20; wrought iron kit. set, formica top, 4 chrs., \$20. 489-9389.

**CARRIAGE:** Eng. coach, best offer. 667-9489.

## OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

**DAVID G. SAMMONS** of Major Assemblies, Plant 55, Savannah, died December 18 at 32 years of age. He had been with the Company nearly six years and lived at 123 E. 60th St., Savannah.

**BEVERLY F. LONG** of Logistics, Kennedy Space Center, died December 20 at the age of 52. She had been with Grumman since 1966 and lived at 3645 Barnett Ave., Titusville, Fla.

**BENJAMIN C. KIRKUP** of Special Tools and Methods, Plant 2, was 53 when he died on December 27. He had been with Grumman for 28 years and lived at 61 Alpine Way, Huntington Station.

**SALVATORE J. BUFFALINO** of Shipping and Spares, Plant 17, died December 2 at 46 years of age. He had been with Grumman since 1951 and lived at 34 Cliffwood Dr., Huntington.

**EDWIN THOMAS** of Production Control, Plant 2, died December 28 at age 47. He had been with the Company 20 years and lived at 33 Van Buren St., North Brentwood.

**SIDNEY H. PALMER** of Detail Parts, Plant 2, died December 29 at 60 years of age. He joined Grumman more than 30 years ago and lived at 4042 Maywood Dr., Seaford.

**HAROLD R. BLUMBERG** of Requirements Planning, Plant 30, was 59 at the time of his death on December 30. He had been with the Company nearly 24 years and lived at 166 Twin Lane North, Wantagh.

**JOHN M. RYAN** of Facilities Maintenance, Data Systems Center, died December 31 at the age of 64. He had been with Grumman for six years and lived at 51 Lou St., Kings Park.

**EDWARD G. TURNER** of Facilities Maintenance, Plant 1, died December 28 at the age of 59. He had been with Grumman since 1951 and lived at 1030 Broadway, Massapequa.

## plane GRUMMAN news

Published twice a month for the employees of Grumman Aerospace Corporation, Bethpage, N. Y. 11714, as a function of the Public Affairs Dept., Vice President J. B. Rettallata, director.

Manager, Internal Communications  
Brian Masterson

Managing Editor  
Charles Petty

Feature Editor  
Al Wehren

Editorial Assistant  
Kathy Housley  
Cynthia McCaskiel

Telephone  
Plane News: 3293  
Plane News from outside line:  
LR 5-3293

## New pay checks in '73

Sometimes you have to spend money to make money. That, says the Grumman Aerospace Payroll Department, is just what happened with the new pay check you received yesterday. The new check-in-the-envelope costs more, but Grumman will get two checks "out" of the computer in place of one old-style check. Further, some six to seven hours of enveloping time are saved.

And, would you believe that the old style envelope cost more than the check it enclosed? It did! Not by much, but even in lots of one million, as we buy them, that window envelope costs more than the check.

Putting it all together, from start to finish, the new-style check costs less per thousand to produce than the old style one. And there are handling savings as well that can't readily be translated into dollars. For instance, the new checks will be completed some six or more hours earlier than previously possible. This saves an entire day—a big help during a holiday week when preparing checks for field sites.

Something else, you will notice stray letters and numbers on the right or left edge of your new pay check envelope. They are helpful signs to check handlers so that your check will get to you where you are.

That does bring up another point. There will be times an envelope gets damaged or for some reason we must open the envelope. When that happens, your check will be carefully sealed in another envelope. Don't be surprised if it is one of the old brown or white ones. We must use them up, you know.

Oh yes . . . please don't write on the new pay check envelope; there is a carbon inside and writing could deface the check.

### Reminder to parents

Parents of children who became 19 years of age after February 1, 1972, are reminded that dependent health insurance on such children expires February 1, 1973. Transfer to one of six plans of individual health insurance is available on a direct payment basis. Applications and rate information are available from plant Employee Services Offices and the Insurance Department office in Plant 28.

Dependent children who are incapable of self-support because of an ailment or physical handicap will continue to be covered under the Grumman Group Plan beyond February 1, 1973. For further information, call Warren Bishop, Ext. 2386.

### Check those vets' benefits

If you're a veteran of the Vietnam war it might pay you to look into some of the rights and benefits accrued in various states for combat service. In a recent Naval Personnel (15885-C) memo, for instance, it mentions that North Dakota has become the ninth and latest state to enact a Vietnam bonus law. The others: Connecticut, Delaware, Illinois, Louisiana, Massachusetts, Pennsylvania, South Dakota, Vermont, and Washington.

Generally, you would have had to be a resident of one of these states to be eligible for consideration of such a bonus; in some instances, next of kin of a serviceman who had been a resident in one of these states, and who had been killed in Vietnam service, would be eligible for survivor's benefits.

Contact Veteran's counselor Bob Regan on Ext. 2814—he visits Grumman every other Thursday—to get information on how you can apply.

### He's really a lifesaver

It was going to be a fun evening, thought Irv Weinstein as he and his wife Rena got ready for the Facilities Engineering Christmas party a couple of weeks ago. Irv was just finishing shaving, their four-year-old son Jeffrey was already in bed, and in a half-hour they'd be on their way. Then tragedy nearly intruded on their plans.

But let Irv tell the story from here: "Jeffrey came out of his room gasping for breath. As I picked him up to see what was the matter, he started to turn blue. I'm not sure why, but my thoughts flashed back to a course I had taken on emergency rescue breathing at Grumman. I turned Jeffrey upside down in my arms, gave him a sharp blow on the back, then I heard something metallic hit the floor—and Jeff started breathing normally again.

"Apparently Jeffrey had put a play ring on his finger—one that was too big for him—after he went to bed. He must have been sucking on that finger when the ring slipped down his throat and lodged in his windpipe."

That "flashback" Weinstein referred to concerns a course on the National Electrical Code he is taking. As part of the course, instructor Harold (Wes) Wessel of Facilities Maintenance included a 1½-hour session on emergency rescue breathing given by Jack Emr of Corporate Safety. Wessel's "foresight," as Weinstein puts it, in incorporating a session on emergency procedures in case of an electrical accident, proved to be a life-saver.

"If I hadn't taken that course, I wouldn't have known what to do. If you slap someone on the back—without turning them over—you're liable to lodge the object in even tighter. And if it were a half-hour later and we were already on our way . . ."

But they weren't on their way, they were home. And thanks to a 90-minute emergency rescue course, young Jeff is alive today. That's something to think about.



Getting on board. Joe Rodriguez, program manager on the AAH (Advanced Attack Helicopter) for Grumman, and Boeing/Vertol's Norm Taylor and Bob Wischer, Program manager and Project engineer respectively, approach one of Boeing/Vertol's chopper's at Plant 34C in Syosset preparatory to a series of short familiarization flights. (Photo by Fred Annette)

## Grumman-Boeing teaming up on attack helicopter proposal

Grumman is actively involved with Boeing/Vertol in a proposal to develop an Advanced Attack Helicopter (AAH) for the U.S. Army.

According to Joe Rodriguez, AAH Program manager, Grumman's primary tasks during the prototype phase would be the design, construction, and joining of the forward fuselage and center-section; the design, test and integration of a weapon system with "visionic" sensors; integrated cockpit displays; and a variety of weapons. Final assembly of AAH will be at Boeing/Vertol's facility near Philadelphia, with the flight development program taking place at Calverton.

Cooperation between Grumman and Boeing/Vertol goes even deeper, for Boeing's UTTAS (Utility Tactical Transport Aircraft System) being developed for the Army will also be flight tested at Calverton. The AAH will use the same dynamic components (engines, transmission, rotor system, etc.) as the UTTAS.

### Unique rotor system

According to Bob Wischer, AAH project engineer for Boeing/Vertol, "The AAH is a two-man helicopter using Boeing's unique hingeless rotor system which provides unexcelled flying characteristics, stability, and simplicity. Boeing's fiberglass rotor construction is used for its lightness and ability to sustain damage from enemy fire and striking obstacles."

"We're in a tough competition for the design of a prototype AAH," says Larry Mead, Vice President in charge

of the Grumman team. "We have to beat companies such as Sikorsky and Bell, among others . . . The field will be narrowed to just two competitors by mid-June, with the final winner being decided in a fly-off."

Bob Bonner, Grumman's engineering manager for AAH, says that the chopper's armament system will consist of guided missiles, 30 mm cannon and 2.75 inch rockets. Its avionics systems will permit operations at night and under inclement weather conditions.

### Smoke watchers

If you've had problems giving up cigarettes, perhaps "Smoke Watchers" can help you. Their claim is that they offer the gradual, "easy" way to stop smoking without weight gain. Should you find that hard to believe, you are invited to a free talk on the subject in the Plant 28 auditorium Wednesday, January 17 starting at 5 p.m.

Following the opening session, there will be a charge to attend. For more information, you may contact Carol Fox, 541-1750.

### Still flying

The Grumman Hellcat, scourge of the skies in the Pacific during World War II, is still flying about the heavens these days . . . though you may have to do some travelling to see it. Although it does not have a carrier, the Uruguayan Navy operates five of the F-6F Hellcats from shore bases, according to the December 1972 issue of Air Force magazine.