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, later obtained a commission in the Marine Air Corps Reserve, and then became a Naval aviator while attending Harvard Law School. After graduation, he practiced law in Cleveland and in 1968 he 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. Schwebler, John C. Bierwirth and John P. 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. Lemke, Vice President and General Manager of the Savannah operation; Charles G. Vogel, Vice President, Commercial Jet Marketing; William C. Seitel, 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 O. Peter, Treasurer; and Fred D. Keddes, 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 Tl-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 Elmir, 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-jet corporate airplane, is the fastest and has the largest 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 1973 and has already received orders for 11 of the 18 airplanes to be constructed in 1973.

Name Carr, Pierce to Corporate posts

Board Chairman Clift Towl outlined two more changes in the management structure of Grumman Corporation on October 19. One was the announcement of the appointment of John Carr as Vice President and 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 Feese 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 industry. Following his association with the Department of the Navy (1955–58) as an attorney in the office of the General Counsel, and as contract negotiator with Minneapolis-Honeywell (1958–53), Carr joined Grumman Aircraft Engineering Corporation.

In 1960 he was appointed General Counsel, and, in 1968, 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 1960. He is also a director of Comptroller, Inc., a subsidiary of Grumman Data Systems, and Secretary 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 Furchan 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 Berosystems, a position he still holds in addition to his present appointment.
Over 2,000 get together at 25-year luncheon

If the 283 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 Clirt Towl summarises 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 difference 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 1960 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 the nation's fastest seaplane, and over 500 were built.

Anniversary award. Regina Beauchille, one of 283 silver anniversary Grummanites, receives award from Board Chairman Clirt Towl at annual 25-year service luncheon attended by more than 2,000 employees. Shirley Bals is in flight suit Towl.

Gift bearers. When Jerry Mason, Dan Doggett, Linda Kent, and Tony Fricke visited St. Mary of the Angels Home last month, it marked the 14th straight year that Skipper-Spares had 'adopted' the kids there for the holiday season. That contribution came in the form of a $2,000 check, being presented by Linda to Sister Olivia. (Photo by Marie Vranich)
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 (Orbital Astronomical Observatory), this is a job we've 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 Marlo, 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 Marlo, serves as a kind of a blancket that con- ceals information about stars and gal- axies.

Marty Ostad, 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."

As director 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. LST" because of his prodigious innovative design work—Sinder now is to guide efforts on the LST, "the next logical step" to the effort to unlock the universe as we know it.

The LST, in brief, is a 33,000 pound telescope with a main mirror of very large size 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 Pal- emena). 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- range monitoring of atmospheric phenomena on Venus, Mars, Jupiter and Saturn.

"We," says Sinder rheto- rically, "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-

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 disci- plines, including Computer Sciences, Engineering Sciences, Personal Develop-
ment, and Sciences.

After-hours students are reminded that applications for spring term of 1973 must be filed with the Tuition Reimbursement Office, Department 338, Planet 30, 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.

Eyes on Sky. The Large Space Telescope, shown in rendering by Red Parks of Presentations, is designed to probe deeply into our universe.
Florida, Texas offering guides showing trail maps for canoes

Have you crossed 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-canoe-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 water-related points of interest, and a listing of Topo Map Quads available. For your information, Florida Canoe Trail Guide, write to State of Florida, Division of Recreation and Parks, Larson Building, Tallahassee, Florida 32304. Or, write to Grumman Boote Florida Sales, 5131 14th Street West, Bradenton, Florida 33061.

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 12 safety “Rules of the River.”

For your copy of Texas Rivers and Rapids, send $5.00 to Texas Rivers and Rapids, Box 473, Humble, Texas 77348.

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 Boote, Marathon, New York 13805.

Will the real . . .

It’s not often that a guy puts his picture in the paper twice for reaching his 25th service anniversary. But then, it’s not often that a pension reaches his silver anniversary only to have his name mistakenly given to a $2,000 check for production error—and that’s what happened to five men on the November 1973 service list. Here they are, with their real (and unburned) names, with our apologies.

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Governor Nelson Rockefeller, the participating organizations, by answering 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-partisan, and non-partisan organization with 64 affiliated member agencies. Its purpose is to study health, welfare, education, and recreation needs of the county.
Henry L. Burkhardt, Ind. Engg. Crew-leader (3)
William M. Robertson Jr., Contractor Rel. (5)
Alexander P. Moore, Power Flt. Des. (5)
Fred Haverty, B/P Whse. (17)
Andrew C. Nelson, Plant Stores (10)
Virgil N. Elpaso, Spotweld (3)
Carl R. Peterson, Dispatch, WTP (3)
Russell L. Johnson, Project Proposals (3)
George Felker Jr., Plant Stores (3)
Joseph Hinklewine, Facil. Maint. (2)
Ernest A. Sommargren, Mechanical (6)
William A. Walter, Electron, Test (14)
Charles W. Martini, Ship & Sparre Consolid. (17)
Achasha J. Radzielewski, Plant Protect. (18)
Harvey T. Edwards, Trans. Operations (20)
Edward M. Healy, B/P Warehouse (21)
William V. Bertram, Assy. Meth. & Flans. (65)
Caesar Rosolino, Sub-Assem. Major (27)
Peter J. Mikolich, Fuzing Join. (37)
John F. Hake, Critical Mat. Ctrl. (30)
George B. Flewler, Fuzes Fwd. Sub. & Major (1)
Joseph B. Gregr, Methods Engg. (1)
Louis Polsgaard, Parts Paint (2)
Lawrence O'Flaherty, Steel Pts. Assy. (2)
Robert Seaman, Hydrauholics (2)
George J. Amchel, Presentation Serv. (2)
Charles J. Schmidt Jr., Imp-mechanical (2)
James Finneson, Convention Machines (2)
John Hertjan, Spotweld (3)
William F. Strane, Honeycomb Core Details (2)
Robert T. Irvine, Wing Sub-Assem. (3)
Vincenzo J. Randona, GSE Mach. (5)
Adolf H. Kuhl, INSEP-Mech. (6)
Adolf Lo Dunn, P/S Proj. Mgmt. (15)
Henry Campbell, Cust. Orders & Rec. (15)
Paul Wilson, Saw (17)
Robert C. Ketcham, Critical Material Ctrl. (31)
Roger Griesen, Flexiglass (27)
Michael P. Viatora Jr., Weight Optimization & Tech. Dev. (36)
Martin Getzeman, P/S Elect. Eng. (34)
John G. Hedges, B/P Warehouse (27)
Robert W. Gibben, MEC Mfg. Shops (53)
John H. Gutknecht, KSC Mfg. Shops (83)
Anthony Ferretti, Maint. Admin. (1)
Louis Samberg, Maint. Rearrangement. (1)
Mansel F. Alfonsou Jr., Drop Hammer (2)
Donnie Capetian, Parts Paint (3)
Anthony Constance, Maint. Rearrangement (3)
J. de Leonza
M. F. Viatora Jr.
H. Gutknecht
J. G. Hedges
W. F. Streel
R. J. Konie
V. J. Dordert
B. H. Kell
A. Kalzen
H. Conable
P. Wilson
R. C. Kechers
R. Gresen
Hugh M. Thompson, Supr. Buffeting Cps. Food Service (2)
Paul Dutzy, Parts Paint (3)
Russell Butler, Special Tools & Methods (5)
Frank de Gattine, Maint. Rearrangement (3)
Robert J. Harris, P/S Struct. Integrity Engg. (4)
Theodore A. Rybakoff, Flight Data (4)
Jack Wellander, Off. Mgmt. (5)
James Palmer, Maint. Facil. Equip. & Gen. (5)
Dorothy L. Arnon, MEAS Stand. Tech. (14)
Marie L. Torkel, B/P Warehouses (17)
Frank Heide Jr., Plant Protection (18)
Russell W. Squires, Research (30)
Mary B. Glee, Chief Nurse, Medical (28)
Louis W. De Angelo, Contracts A/C (34)
Alphonse J. Frisco, Hull Assembly (36)
Clarence P. Wender, KSC MFG Offices (83)
Eugene R. Prowar, Support Equip. Prod. (3)
John C. Beadou, Procurement Mgmt. & Staff (5)
Robert A. Hens, Facilities & Support (5)
Walter G. Washekker, Air Craft Proc. Staff (5)
James F. Grubel, Maint. Rearrangement (12)
John F. Yohnsahn, P/S Program Mgt. (15)
Kenneth M. Dale, Rec. Imp-Elec. Test Lab (14)
Edward H. Roemer, Contracts A/C (25)
Joseph A. Giarraputo, PPD F-14 (27)
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. Yes, it was in 1947.
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 kick-off 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 leaders 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 MVVS? Basically, it is a re-emphasis, a reexamination 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. MVVS is expected to encourage that attitude.

But over the years, an 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 bolt, every rivet, every clamp. One hundred percent inspection was the name of the game.

There were 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 MVVS, 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 shop 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.”

**Vital to Grumman**

“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 MVVS**

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

Before MVVS is introduced to a plant, Quality Control Technical Services reviews all operations sheets, work orders, and Q.C. manuals 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, MVVS can be instituted.

**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 Ptasin, 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 1957 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 800. His work during those 37 years has brought him in contact with all areas of purchasing buying and management, from simple cataloging buying to the subcontracting of highly complicated electronic devices.

Scheuer, a graduate electrical engineer (BSEE-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 missiles.

More on MVS

(Continued from page 6)

system (MVS) plan looks like an outstanding innovation by Grumman Aerospace Corporation. When I visited plants and talked to Grummanners, 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 week. Each airplane built is a work of art, and the MVS lets you know your work is appreciated and that comes with doing a good job of 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 8, 13, 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.

GRUMMAN, January 12, 1973
Records tumble as Knofl hits 276-700 in Gray pin action

It didn’t take long for Harvey Knofl to knock out the Gray league high game record set a couple of weeks ago by Nate Kirchnerbaum. And while he was at it, he showed he played no mean mean game as well: Knofl knocked out Caesar LoPiano’s former record of 226, to set a new league high mark of 276-700.

Starting with a 214, Harvey then threw a solid 276—one of the highest efforts this year for the city—of a series of 617, to register the second 700 series of the season at Grummam. (Earlier, Phil Pesci- tina recorded a series in the “low” 700s during his four-game set in the Masters leagues.)

For Knofl, an engineer working on the F-14 Program at Plant 3, his high game was the highlight of a night that also saw the high average of the season, and the 700 was his second. Over the last 12 months, Don Magato, 264-405, and Al Anderson, 211, 212, Knofl, Anderson, and Mark Lindell led the Spiders to a high series, scratch and handicap, in the round.

Ketoio on top

In late round six, Pete Katoia led the way in the Black loop as he put together a 220 string on 231 and 227, topping 700 to move into 1st place at 617, by Lee Magato. In that session, Jim Hennings fired 213-226 and WU Back, 204-217. Further, Walt Shelin hit 211-184, Irv Austin, 214-182; Carmine Vito, 213; John Quinlan, 206-187, and Fred Wagenhuisen, 221-214. . . . Jake Bivans, 216-219; Mike Gourley, 216, and Joe Fuldreich, 198-197 led Central Mixed play.

Was impressive when the Triads were assigned team No. 16 in the Classified loop? That’s just where they’re rating, on the point list at 686. the field nears the halfway mark in the season. It took awhile to reach the top, but Bob Doblini hitting heavily in the last couple of sessions, the Masterman Ban Stojakowski early lead. Two weeks ago Bob tossed 213-217—627—611— it tied the series mark— as he paced the Mustangs charge, and got help from Ken Warta’s 210-210-210-210-210. Occasionally, other clubs included Mike Miskbush’s 225-225; Jerry Jemnso’s 213-227; Bob Ingrasm 235-235-235; John Donovan’s 235-235—599; and Joe Whelan’s 201-205—555.

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 Grummam league as the world approached the holiday season. And how did the Witness—thats’s not supposed to be a sten— only “Who is he?” — greet the coming season? By chugging the Masterman’s black coffee. Since the win propelled them into first, they had fun doing it, too. Joe Ruusou’s 212 and 201 and Jack Nielsen’s 211-575 led that outburst, while other standouts in the Masterman last night were John Mijak, 202-219; Ray Zeller, 228-206; Sid Smith, 804; and Marty Zulli, 235-225. . . . Local pitching: Bill Hettinger, 322-321; Stan

Harvey Knofl

Donagama, 212-558; and Ernie Mass, 214-224.

Can intense competition be destructiv- e to a developing personality? Some sociological and psychological authori- ties 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 opponent’s anchor man strings three strikes in the last frame to snatch victory from defeat.

And over-exposure to losing, some experts say, can create a destructive attitude. Sound silly? Maybe so, but look at the Blue Mixed loop. The Cellular

Quarto places “Hellcats to fifth hoop win

Frank Quarto led the Grummam var- iety basketball team to its fifth straight victory in the Huntington League. With Quarto stealing eleven field goals and going six for six at the foul line, the Hellcats rolled over the Central Bar team, 194-94. This victory sets the showdown for first place honors between the Grummam Hellcats and a team called Arbor, also undefeated, which will be played on January 16.

A former Manhattan College star, Quarto now has made a string of 29 straight foul shots for a new club rec- ord. Teaming with him in the backcourt, Eddie Kroli contributed 19 points and six assists while keeping the Hellcats on the move. In addition to controlling the boards, Jim “Brocker” Crumtre and six-foot-seven Bob Hambrecht chipped in with 11 and 12 points, re- spectively, and Jim McKenay in former N.Y. Jets tight end, continued to hustle and exhibit great ball handling.

In order to group 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 Goid- sko. Coach Mel Kroli says that the main game will involve keeping the big man, Goldisko, 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 in the league champion last year. They demolished the

Dellies seemed to tweet the notes of the horns because they’re eighth in a 16-team league. . . . but who’s below second? In ninth are the LoPrians — and what about coup attempts?—for—preaching—while in 10th are the Sin- Cross. Think about it; check your league and see how many of the bottom teams have “losing” names.

Don Carrera’s 223-209 headed Blue Mixed action, with Ed Anderson’s 215-215, Alan Hasen 203-205, Paul Oslensik’s 215-215, and Jory Olsensik’s 199-219 leading 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 214 game. Jimmano Becker topped that total in a later session with 237-586 to keep Captains and his Crew in first in next month play. Other listings: Val Lindstrom, 186-187; Dick Lindstrom, 184-185; Ed Campbell, 208-207; Dave Strickler, 559; and Eibel Menisky, 482.

Windup for ’72

It nearly happened! Rudy Dunkley’s hold on the top individual honors in the Bethpage Nite Owl loop was threat- ened— only momentarily — by Harry Hease in the windup round for ‘72. Harry came off second best in his heat with only for high total last week, 259 was nine strokes short of breaking the old mark — but a steady 215 helped the Bombers take over the lead in the league. Others faring well were Al Al-

Grammman marksmen lose two shootings

In L.I. Industrial pistol league matches

If they were old fashioned shotouters, like the one at O.K. Corel, 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 Industrial pistol circuit, you get to try again, even if you’ve been gunned down six times in an row.

Perhaps in their next match meet members of the Grummam marksmen, as they were their first victory in the expert divi- sion of the league, and that’s stretch. To make their streak a 32 caliber competition by losing their sixth straight round, the time to Spaery, 1,013-1,046. Dave Rice fired 275, Art McGen, 263; Greg Cristoien, 254; and Jerry Minerva, 233 in the match.

Some satisfaction

— Things went better in the South Shore league for Grummam. In that division, Rite hit 272, Phil Biskin shot 264, Chris-

Made it four in a row when they knocked the Tom Cates 6-0. Led by the fine shooting of Doug Kuebling and Lee Gendron, 33 and 30 points, respecti- vely, the Newcomers at half-time en- joyed a 25-point lead. The Tom Cates were led by Tom O’Connor, 21-214 and 314-315, respecti- vely, while other high scorers includ- ed Ted Dija, 218-304-254 and Ed Lomet, 218-218-218-218-218. . . . In the Interleague, Mike Tom Cava, 235-235; Ray Newcombe, 235-235; Andy Gushofeld, 235-235-235-235-235; and Joe Olson, 186-187; Helen Murlis, 173-466; Maude Schultz, 175-466. . . .
PEARSON’S newest. The Pearson 36 sleep, designed by Bill Shaw, is 29 feet, two inches along the waterline, 11 feet in beam, sleeps seven and features a permanent navigational center and convertible dinette. It will be featured at the 43rd National Boat Show, January 24-February 4, at the Coliseum, New York City.

Having trouble finding room?
Having trouble trying to find room in your file cabinets for 1973 materials? Are your bookshelves 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 more of your 1973 housecleaning.

The Record Center, located adjacent to Plant 26, 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 replaced by the Record Center and placed in special storage boxes under the department’s name.

Your friendly Record Center representatives, Hank Glennberg and Bill Hordinsky 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 being destroyed, is now available.

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

CALENDAR OF EVENTS

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


AMERICAN METALS SOCIETY & AMERICAN WELDING SOCIETY. Sat., Jan. 19, 6:30 p.m. Guest lecture, "Steel: the possibilities," by böse, 50 West 50th St., New York City, Ext. 7028.

COOK CLUB. Every Wed., 12:05 p.m. Upper cost. 


FAMILY CAMERAS Inc. Feb. 4-5 p.m., Plant 18, mothers’ meeting. Harriet Hardwick.

FEMININE CLUB. Mon., 5 p.m., PL 30 cafeteria. "Trends in the use of birth control in the United States." Mrs. M. W. Oso, former club member, St. John’s, Ext. 7373.


COOK CLUB. Every Wed., 12:05 p.m. Upper cost. 


FAMILY CAMERAS Inc. Feb. 4-5 p.m., Plant 18, mothers’ meeting. Harriet Hardwick.

GRUMMAN, January 12, 1973

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

A diverse and exciting range of water craft will be shown at the coming outdoor shows, marine engineers, marine mechanics, and related accessories—plus a fascinating line-up of sport and recreational exhibits this year — moving into the New York Coliseum for the 43rd edition of the National Boat Show, January 26 through February 4.

Grumman products, of course, will be well represented, and will 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, Greece, Belgium, 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 more successful than last year’s when orders taken totaled more than $50 million and the number of people passing through the gate exceeded 300,000.

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 sloper. Designed by Robert T. J. Musto, the 36 Pearson 30 sleeps seven adults and features a permanent navigation center and convertible dinette. Cabin height is six feet, four inches throughout.

The cockpit has more than seven feet of easily worked space to handle the 604 square feet of sail carried by the boat. Below the waterline, the Pearson 36 has a clean, relatively narrow entry, a sweep-back keel fin, combinationsteering and a deep-vee configuration aft. Auxiliary power is provided by a gasoline or diesel engine.

Queen of the show will be a 45% larger motor yacht priced at more than $135,000, 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 gadgets—a nautically inclined, for instance, is also a complete communications system, a fog horn, and a burglar alarm. If you are one of the hardier ones who manage to see the whole show, you will have traversed approximately two and one-half miles of aisles covering all four sides of the Coliseum.

The show opens to the public at 10 a.m. on Friday, January 26, and runs through Sunday, February 4. The Coliseum will be open from 10 a.m. to 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 healthy living, the companies 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 for 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 facilitie...
Wanted:

Antiques: Frutti-Neuhaus area, 3.4 mm. After 4:30 p.m. Ch 9-5627.

RIDE Wanted:

POPPERS: For some German spammet-cazi mix. After 5 p.m. 421-2937.

For Sale:

WANT: "65. V.S. slick, clean wheels, os-
niat tires, $500. 254-3094.

HUSQVARNA 430, 6.5 hp, 2. horse. 400-
15.00. 921-0924.

RIDER: 600, 620, 650, 750, 800, 850,-
1000, 1098. 921-3006.

HUSQVARNA, 612, 614, 620, 630,-
650, 690, 701, 702, 706, 714, 717.

RIDING BIKE: 650, 660, 690, 700,-
710, 770, 850, 900, 950, 1000. 921-
2450.

TRAILER: 11, 12, 13, 14. 921-7066.

RIDING BIKE: 650, 660, 690, 700,-
710, 770, 850, 900, 950, 1000. 921-
2450.

CARTER: 70 Newport, 46.6. big boy, up
gig, air cup, $32.50. 951-5007. 95.

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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 faster 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 to be sure that your check will get to you in the proper envelope.

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 ... don't forget to write on the new pay check envelope; there is a carbon inside and writing will not damage the check.

Reminder to parents

Parents of children who became 15 years of age after February 1, 1973, are reminded that dependent health insurance on such children expires February 1 unless transfer to one of six plans of individual health insurance is available on a direct payment basis. Application and rate information is available from plant Employee Services Office and the Insurance Department office in Plant 28.

Dependent children who are incapable of self-support because of an ailment or handicap may be covered under the Grumman Group Plan beyond February 1, 1973. For further information, call Warren Bishop, Ext. 3396.

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 (5888-C) memo, for instance, it mentions that North Dakota has become the ninth and latest state to enact a Vietnam combat veteran's dependents' benefits law, effective immediately. Similarly, Massachusetts, Pennsylvania, South Dakota, Vermont, and Washington.

Generally, you would have 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 action, would receive the benefit.

Contact Veteran's counselor Bob Rehn on Ext. 2614—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 Ivor Weinstein as he and his wife Mona got ready for the Facilities Engineering Christmas party a couple of weeks ago. Ivor was just finishing shaving, their four-year-old son Jeffre was already in bed, and in a half-hour they'd be on their way. Then tragedy nearly intruded on their plans.

But let Ivor 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 marking 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 "flashback" put it in, in incorporating a session on emergency procedures in case of an electrical accident, proved to be a life-saver.

"If it 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 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 Witcher, 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 Amatore)

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 "visional" sensor; 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 Calvin.

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

Unique rotor system

According to Bob Witcher, AAH project engineer for Boeing/Vertol. "The AAH is a two-man helicopter using Boeing's unique hingeless rotor system which provides uncannily flying characteristics, stability, and simplicity. Boeing's hingeless 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 change to attend. For more information, you may contact Carol Fox, 541-1700.

Still flying

The Grumman Helicat, 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-4F Hali- cats from shore bases, according to the December 1972 issue of Air Force maga- zine.