Retirees’ labors transform relic into showpiece

With all the glamor and verve of a Broadway opening, the F4F Wildcat was unveiled to the public March 26. For the 32-year-old Wildcat, it was a brilliant comeback from its days of glory soon after Pearl Harbor when the aircraft served as America’s only first-line Navy fighter available to face the Japanese onslaught in the Pacific.

The unveiling last month — almost 40 years after the first Wildcats started rolling off the production lines — belied the aircrafts’ age. The Wildcat’s blue and grey body gleamed like new under the spotlights in hangar 3, Plant 4, the product of months of painstaking work by 28 retired Grummanites, some of whom worked on the original aircraft.

The plane will now be returned to the Smithsonian Institution’s Air and Space Museum, in Washington, D.C., which had requested that Grumman restore it. Museum Director Michael Collins (who orbited the moon in the first lunar landing in 1969) was on hand to accept the plane for the Smithsonian, calling the retirees’ work “the finest restoration job I’ve ever seen.” Collins’ opinion was borne out by a restoration expert from the Smithsonian who visited Grumman soon after the work was completed last February, and who described the project as a “first class job.”

For Collins, the day furnished him something of a past, present, and future of Grumman: he toured F-14 production facilities earlier in the morning (there was an F-14 flyover during the Wildcat ceremony), inspected the museum’s transformed Wildcat that afternoon, and would return, he said, to his Smithsonian office in Washington that evening where one of the few original Lunar Modules rested nearby.

The Wildcat will be installed in the museum in time for the building’s opening in July of 1976 and will receive pride-of-place on a simulated carrier deck at the entrance to one of the exhibit halls. The Air and Space Museum’s new, modern quarters on the Mall (next to the Hirshhorn Gallery) will employ 200,000 square feet of floor space to display a large part of the museum’s collection of some 250 historic aircraft including the LM-2, the Spirit of St. Louis, and even the Wright Brother’s original biplane.

“Unfortunately, many of the aircraft we’d like to display are just too big for the building, large as it is,” says Collins. “The wing span of the Boeing 747,” he says, “is greater than the total width of the building.” Many other aircraft that are the right size for exhibition purposes are in far from exhibition shape. Though the museum has its own restoration staff, the size of the restoration job exceeds the available manpower. “Out of 250 aircraft,” says Collins, “only 100 are capable of being exhibited.”

That the retirees’ restoration work fulfills an important need was further emphasized by Grumman Aerospace Chairman Joe Gavin, who presented Collins with the aircraft nameplate for the Wildcat during the unveiling ceremony. Gavin praised the “enthusiasm” shown by the retirees and “the authenticity and detail in this Wildcat.”

(Continued on page 6)
Salute Cervenka, Samberg as top suggesters in '74

"We had such a good crop of suggesters this year that one top award just wasn't enough," said Joe Millillo, director of Motivational Programs, about the annual Project Sterling Awards luncheon, held on March 28 in the Plant 5 dining room.

The luncheon, given each year to honor Grumman's best suggestion award winners, was attended by top Grumman officials and the 11 top winners, including two first prize winners; it was the first time that two first prizes have been awarded. In addition, each year a committee of three Grumman pilots chooses an outstanding flight safety suggestion out of the many flight safety suggestions implemented the preceding year. That's because flight safety represents at least 50 percent of the Grumman product as the company's concern over reducing costs, says Millillo.

Bill Cervenka, a leadman in the Fuel Test Lab, Plant 6, won one of the two top awards for coming up with a better way to drain residual fuel from P-14 fuel cells. Louis Samberg, leadman-electrician, Facilities Maintenance, Plant 1, won the other top award for reworking a Drive-motor, which eliminated an excessive rework, machine downtime, and repairs. Both men received an engraved silver bowl and U.S. Savings Bonds totaling $1,500 (face value).

More big winners

Five other Grummanites received $500 in Savings Bonds and an engraved silver bowl for outstanding suggestions they submitted. They are: Frank Brown, leadman, Major Sub-Assembly, Plant 1; Ralph Claassen, parts control-storekeeper, Plant 1; Nicholas DeScotto, leadman, Chemical Milling, Plant 3; Mary Koch, technical aide, Procurement Management, Information Systems, Plant 30; and Geraldine Reilly, assembler, Modular Assembly, Plant 43.

Four persons were awarded $100 Savings Bonds: Domenic Capobianco, leadman, Structures, Plant 7; Steve Conigro, leadman, Structures, Plant 6; Bill Worth, leadman, Structures, Plant 6; and Frank Zehra, structures-hydraulic technician, Plant 7.

Charles Saunders, receiving inspector, Plant 24, the winner of the Annual Flight Safety Award, was presented with an Accutron watch. The suggestion awards were presented by Board Chairman Joe Gavin, who congratulated the top prizewinners and praised the 2,500 Grummanites who submitted winning suggestions for 1974. These suggestions resulted in annual associated cost savings of almost $13,000,000, he said, savings that enable Grumman to maintain its competitive position and bring in new business.

"If we could pick up 4 to 6 percent through time savings and lower rejects," he said, "it would put us in a position where we would find our competitors dropping behind." Everyone at Grumman, he said, has an opportunity to improve his and her own operation — and to make some money in the process. And last year's suggesters have been doing just that: over $218,000 in Savings Bonds (face value) were awarded by the company for 836 approved suggestions in 1974.

The suggestion Awards Committee based their selection of the top 11 suggesters for the period on past and future benefit to the company, on originality, and on the nature of the suggester's job relative to the suggestion. The two top winners were selected by a special executive committee.

"Calverton Ops should be congratulated," he said, "for a 180 percent increase in participation and a 400 percent increase in savings.

"At the rate our present awards are being made," he said, "1976 should be an even better year."

Top idea list. Bill Cervenka (C) and Lou Samberg (R), who were feted with nine other big winners March 28, are pictured with Board Chairman Joe Gavin during presentation of awards at annual luncheon.

Honor Grumman for 'generous giving'

On March 20, over 500 contributors and supporters of the United Way of Nassau-Suffolk gathered at Colonie Hill in Hauppauge for the Annual Meeting and Awards Luncheon. Robert Scheuing, president of Hempstead Bank and 1974 United Way campaign chairman, saluted Grumman Aerospace's contributions by presenting President George Skurla with the Generous Giving Award.

"Let's get the strength of the Grumman team who sacrificed to make the F-14 what it is today and who put the first man on the moon. Let's combine that strength in supporting the United Way and thereby helping ourselves, our families, our fellow Grummanites, and our neighbors."

The Grumman team did just that. More than 18,200 Grummanites responded to the appeal by contributing $644,000. The contribution given by 80 percent of the Grumman workforce represented a 62 percent gain in contributions over the previous year, a $256,000 increase.

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Nineteen-seventy-four was a monumental year for the United Way of Nassau-Suffolk. It not only marked the close of the first decade of supporting 94 health, welfare, and nonprofit hospitals on Long Island through the generous contributions of fellow Long Islanders, but the 1974 campaign drive hit an all-time high. It raised $3,504,120 in contributions — a 13 percent gain over the previous year's campaign.

The past year was also a record year for Grumman Aerospace, Long Island's largest employer. At the kickoff meeting of Grumman's United Way campaign drive last autumn, President George Skurla said, "Let's get the strength of the Grumman team who sacrificed to make the F-14 what it is today and who put the first man on the moon. Let's combine that strength in supporting the United Way and thereby helping ourselves, our families, our fellow Grummanites, and our neighbors."

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Generous giving. President George Skurla (L) receives Generous Giving Award in behalf of all Grummanites who contributed to the United Way from '74 campaign chairman Robert Scheuing. (Photo by Dick Sander)
Almost everybody at Grumman has heard the term "design-to-cost," but how many people know what it really means? Or, better yet, what it means to them and the job they're doing?

As Director of Technical Management Systems for Technical Operations, it's Gerry Sandler's assignment to translate design-to-cost (DTC) concepts into engineering and production reality, a task that will eventually involve all areas of Grumman.

Formerly, program priorities usually ran in this order: performance, schedule, cost. The present budget squeeze at the Pentagon and in the nation as a whole has now made cost the co-equal, or, even, prime consideration. Keeping costs in line without sacrificing performance requires a continual process of balancing one priority against another, says Sandler, and that "balancing act" begins with the earliest design phase.

Under DTC, a new aircraft that is supposed to be built for "X" unit production dollars and with certain performance levels will be planned from the outset with cost and performance targets for each section and component of the aircraft. And those targets are just that: goals for the designer to aim for, not rigid requirements incapable of modification, says Sandler.

If one section of the mid-fuselage, for example, achieves its weight target (a prime function of performance), but is over cost, that section may be offset by another section that is over weight but under cost. Or perhaps the whole mid-fuselage is over weight, though under cost. The mid-fuselage can then be offset by the aft-fuselage which might be over cost but under weight. And weight is only one of many considerations that affect an aircraft's performance and must be reckoned with in the engineer's design-to-cost calculations.

In many cases a similar trade-off process works between the contractor and customer. Many of the customer's specifications and standards, though appropriate to most aircraft of its type, may be restrictive and excessively costly for a particular program. In such a case, customer awareness of the situation can result in modification of the specs concerned, resulting in an important saving in cost with only an insignificant effect on performance.

"What this back-and-forth, trade-off process requires is close rapport and communication between the customer and the contractor, and within the program team itself," emphasizes Sandler. "And the greatest enemy of a successful design-to-cost program could well be engineering changes that are due to inadequate planning or just lack of communication.

"Engineering changes are an inevitable and necessary part of the design and development process," says Sandler, "but we must always do our best to anticipate possible engineering problems well ahead of time and keep the customer aware of the resultant cost in time and money of any changes in performance requirements. One approach, obviously, is to minimize design and production overlap by a continual back-and-forth adjustment of schedule and cost tradeoffs."

One consequence of the new emphasis on performance as a function of cost is the expanded role of the engineer. For the first time an engineer is responsible for product cost as well as product performance. This "very fundamental change," says Sandler, "has forced each designer to think as a small businessman." The increase in the scope of the designer's responsibilities should not only result in a better product, he says, but also contribute to an enhanced work attitude for most of the engineers concerned.

Challenge to engineers

DTC also puts a premium on imagination and flexibility. "We challenge our engineers to be innovative and to continually ask the question, 'Is there a better way?'" says Sandler. "But we can't just tell them to go out and design cheaply," he adds. "We have to give them the tools to do the job as well. Those tools consist of an extensive training program in DTC techniques and procedures, now planned for some 1,500 people, and a new series of DTC "how to" manuals.

The DTC design manuals, which offer comparative costing and manufacturing standards for the full range of design possibilities, allow individual engineers to determine the most economical solution to a given design problem. The manuals, products of the combined efforts of engineering, support, manufacturing and procurement people throughout Grumman, give cost relationships in those four disciplines and express them in terms most familiar to design engineers.

Volume I of the vehicle design manual concentrates on vehicle subsystems, for example, while Volume II focuses on more detailed design such as machine parts and sheet metal parts. A ground-support equipment manual has also been prepared, and Volume I on avionics will be available shortly.

Payoff apparent

The payoff for this extensive Grumman effort in design-to-cost is already apparent. "On the Shuttle Wing program," Sandler says, "production costs could easily have been much greater had not our engineers used the manuals and estimated the cost-to-produce from their layouts and drawings. In addition, the process improved communications between the engineering and manufacturing people for the whole estimating and planning process."

These substantial savings not only make the customer happy but pay off in big dividends for the company. Under the EF-111A's design-to-cost contract, for example, Grumman receives a substantial incentive to come in under the target cost. "For every dollar Grumman saves the Air Force could keep part of those savings through increased incentive profit."

But design-to-cost, although a useful tool, is by no means a cure-all. The design-to-cost idea can save a bundle of money and produce an outstanding product, but it cannot make up for basic design mistakes or for unrealistic design goals. "You still can't build a Rolls Royce for the price of a Ford Pinto," says Sandler, and "one can't keep adding extra requirements to a program contract and expect a contractor to keep costs in line."

But with close communication and engagement between customer and contractor, and a willingness to constantly balance the trade-offs between cost and performance, Sandler believes design-to-cost can reap large rewards in both dollar savings and in high standards of quality.

Tax tip: vets filing date nears

Veterans who still have not filed for a N.Y. State real estate tax exemption are reminded that the filing deadline is April 15, 1975.

Information on that or on any other matters that relate to V.A. benefits, please call Bob on 516-535-4555.

Good Investment ... U.S. Savings Bonds offer an interest rate of 0% when held to five-year maturity, and the option of continued earnings after maturity.
RCC plays supporting role in manufacturing theater

In the theater of manufacturing, many problems can contribute to the delay of delivering products within cost and schedule commitments — and parts shortages is one of the main " heavies." When a year's production schedule calls for 50 F-14s, for example, the procurement practices for contractual material dictate that exact quantities — no more, no less — be committed because unnecessary inventory costs only add to the cost of the product. How well Gramman can control these material assets plays a major role in its ability to deliver its products on time.

Shortages are not only the result of late part deliveries or lead-time problems — the plot also thickens when a component malfunctions or a part becomes damaged along the production line.

The following scenario is not atypical of actual facts. Say an F-14 in Plant 7 is being prepared for its self-off flight. During pre-flight testing a malfunction is discovered. If the discrepancy part can not be repaired on the spot, a call will be made to Material and Logistics personnel for a replacement, and depending on availability, it may be necessary to "canalize" an aircraft in Plant 6 to satisfy this urgent need. In enters the Repair Control Department to assume the action of expediting the return of the failed item to inventory. Repair Control Centers (RCC) are located in all 17 major Gramman plants on Long Island and Stuart, Florida, and during amended aircraft support at Naval Air Station field sites, which have included Pt. Mugu, Miramar, and Patuxaunt River.

"RCC's main objective is to coordinate, act as an interface, and manage the malfunctioning component through the repair cycle until it achieves "ready-for-issue" status," says Al Capra, head of RCC.

Having an effective Repair Control Department is essential in today's economy, too. Most everyone has experienced the debilitating effects of shortages ... and on the production line they can be even worse. They create a domino effect: production schedule slips cause man-hour overruns due to "out-of-station" installations, re-work, re-working, re-testing ... all of which can lead to cost overruns. "And it stands to reason that cost overruns are not beneficial to the company's economy," says Capra. "Our products are 'flown over the fence' with a fixed price-tag. Any rise in production costs can result in reduced profits ... and that's not good."

For instance, when a replacement part is not available to install in an aircraft at its designated production station due to shortages, then it must be installed at a later point along the line. If a technician is not available at that latter station with the necessary skills to install the part, another from farther back on the line must leave his or her station and go forward to re-install the new or repaired part. Thus, malfunctioning and damaged parts not only require re-work and re-testing, but there is usually a product impact as well.

It's easy to see, then, why it's essential that RCC process malfunctioning components back to "ready-for-issue" status in the shortest time possible.

Easier said than done. In 1973, 61,000 damaged or malfunctioning parts were introduced into the repair cycle. In 1974, the number was 87,000. Why the escalation? Capra cites the upswing in F-14 production as the major factor. In addition to being a supporting arm of manufacturing, RCC is, in some cases, also the repair depot for Gramman planes in the Fleet — and with more and more Gramman-produced planes being deployed each year, the numbers of malfunctioning or damaged parts could very well go higher.

Repair of malfunctioning or damaged parts is an across-the-board effort, says Bill Waters of RCC. When such a part is brought to the Repair Control Center, it is tagged, logged, and usually sent to the Material Review Board where liaison engineers spell out the necessary repair action. Additionally, quality engineers try to determine what caused the malfunction and, if possible, outline preventive actions to avoid future re-occurrences. Depending upon the component, ownership and contractual liabilities/warranties, RCC determines what repair route to take: in-house repair, sell repair, or, in the case of such government-furnished items as engines, government repair. No matter what route the discrepant component takes, RCC tracks and controls the part and assorted paperwork through its sometimes tortuous travel, until it, or a suitable replacement, is returned to stock inventory at one of the Gramman plants, or in the Fleet.

In the near future, RCC will be incorporated into the new Material Management Department headed by Bob Prats. The RCC move follows the philosophy of President George Skurla, who, in November, announced the realignment of the company's material world to consolidate efforts in the control and handling of materials and to develop a more proficient and realistic approach to identifying and establishing material requirements of the manufacturing sector. "A constant availability of material is critical to the success of the manufacturing world," says Tom Harding, deputy director of the Material Management Department, "and RCC, by assuring rapid turn-around of repairable material, is one of the important operations that can help achieve that task."

Just as manufacturing has its obstacles in meeting production schedules, so does RCC. The time span of the repair cycle might range from a half-hour task for an on-the-line item, to one that takes weeks or months when a complex system is involved. Often the estimated time needed to repair a small component that fits into a larger complex system turns out to be longer than expected. Or, sometimes, the mal

Prowler milestone. Very little is said or written about Prowler crews ... maybe it's the nature of their business — electronic countermeasures. But when Capt. Nied Lelays, commanding officer of VAQ-131, became only the second pilot to attain 1,000 hours in the Grummam EA-6B, that called for a short time-out to mark the occasion. Following touchdown from a flight at the Naval Air Station, Whidbey Island, Washington, recently, Lay (End J) was presented with a memorial marking the event by Grummam Field Service rep Roger Carlson, to the obvious delight of Lt. Cdr. Sloan (End R) and Lt. Mike Lutz. (Navy photo)

4 — GRUMMAN PLANE NEWS, April 11, 1975 (Continued on page 10)
Open Bethpage Airport to ‘limited general aviation’

On Wednesday, April 2, Board Chairman Joe Gavlin announced that Grumman Aerospace will be opening its private airport at Bethpage to limited general aviation operations. Gavlin said the plan was part of Grumman Aerospace’s continuing effort to reduce costs, stabilize employment and compete favorably with other major aerospace manufacturers.

The announcement to broaden the use of the existing airport by sharing the facility with operators of small business aircraft was sent out to the press and by letter to all Long Island Grummanites and members of the nearby community.

Under study for almost two years by the Product and Systems Planning group, the project has been developed with consideration for all interested parties — employees, customers, near-by community, and Long Island in general — and, according to project head John Pereira, reflects the thinking of top aviation experts in the region as well.

“We are all well aware of the current financial pressures upon Grumman Aerospace due to inflation and DOD budget constraints. It is imperative that we reduce operating costs whenever possible in order to remain viable as a major aerospace producer,” wrote Gavlin in his letter to Long Island Grummanites.

In existence since 1937, Bethpage Airport is company-owned and costs the company more than $600,000 annually to maintain and operate.

All of Grumman’s competitors enjoy an edge in their operating overhead which Grumman does not — they have their manufacturing facilities located at airports which are publicly supported. Grumman is the only major aircraft manufacturer in the United States today which supports its own airport out of company revenues and pays taxes on the land which the airport occupies. Gavlin pointed out that when Grumman Aerospace competes for government contracts, it must take into account the additional costs of maintaining Bethpage Airport.

Reduces operating burden

Gavlin stated that looking into the long-term future, the company plans this airport and might seek ways to continue use of the airport while reducing its operating burden.

Bethpage Airport will be shared with locally-owned business-type aircraft of which the airport will support less than 10,000 pounds; for example: Grumman American Travelers and Tug, Cessna Skywagon, and Beech King Airs. Primary student training will be prohibited, and only small private/corporate aircraft with a low-noise profile will be allowed use of the facility.

Aircraft using the 120-acre airport will approach the 6,000-foot airstrip using a “displaced threshold” of 2,000 feet —orying part of the runway before landing on the remaining 4,000 feet. This will virtually eliminate the noise perceptible in the residential area to the southeast.

Flight control tower, fuel, maintenance, and repair facilities will be offered to the aircraft owners. The Grumman airport has been operating for over 38 years and has sophisticated navigation, communication, and landing aids. In addition, the FAA terminal control area for New York City also includes the Grumman airport.

The following modifications are proposed for the Bethpage Airport: The Grumman security gate located at the southwest corner of Plant 2 will be moved 600 feet off the road; buffer trees will be planted along the ramps; the southeast Plant 2 parking lot will be used for general aviation operations; portable "tee" hangars will be installed for storing the lightweight aircraft; and one permanent building will be erected to house the administrative operations and aircraft maintenance.

Only Nassau airport

Nassau County, with 1.5 million residents, lacks what most major counties in the nation have: a general aviation airport. And airport facilities are an important consideration for many business firms. Of the thousand top industrial companies across the nation, 432 own and operate their own aircraft. These are the more successful companies since they account for 80 percent of the sales and 94 percent of the profits.

Does Nassau County need an airport? According to statistics, there are 527 aircraft owners in the county. At present, these aircraft must be based outside of the county lines — mostly in Suffolk, which has a network of airports stretching from Republic at Farmingdale to East Hampton. Bethpage Airport is strategically located — 80 percent of all the industrial parks in Nassau are located within a 5-mile radius of Grumman-Bethpage.

According to an April 2 Newsday article, a spokesman for Nassau County Executive Ralph Caso said that Caso supported the Bethpage Airport. Caso, the aide said, felt that Nassau needed the general aviation facility, that it would attract industry, and that it would make Grumman, Long Island’s largest employer, more competitive. And, in addition, sufficient precautions have been taken to reduce the engine noise, said the aide.

In his letter to residents of the nearby community — those within a mile radius around the airport — Gavlin noted Grumman’s good relations in the area, and the desire to continue this compatibility. “We have taken into consideration all of the community’s concerns — such as noise, air pollution safety — and are able to tell you that the planned use of the airfield will in no way make any change in today’s pleasant community, which we have shared with you for so many years.”

Visitors from overseas. Late last month, about 20 naval officers from countries in South America, Europe, Africa, the Middle East, and Asia visited Grumman for briefings on a number of corporate programs, including energy systems, data systems, product support, F-14, and even such practical applications as personnel relations. Here, Vice President Ozzie Williams of Grumman International is chatting about the Grumman hydrofoil Flagstaff with Nigerian naval officers Lt. Johnson Ormogun, Lt. Cornelius Adeola, and Lt. Johnson Ogungomari. (Photo by Marie Trimboli)

Grumman Boats offers free directories

Grumman Boats of Marathon, New York, is offering a free “learn to” canoe directory that lists over 250 organizations, as well as tips on how to get canoeing instructions in basic paddling and safety practices, and techniques of white-water paddling and racing. Grumman suggests that upon receipt of the directory you contact the local organizations most convenient to you to ensure the instruction you seek is available when you want it.

To get your free copy, write to Grumman Boats, Marathon, N.Y. 13803, and request your copy of the “learn to” canoe directory.

And if you’d be interested in a rent-a-canoe directory, you can obtain one free by writing to E. B. Nelson, Grumman Boats, Marathon, N.Y. 13803.

The 1975 edition contains over 500 listings of canoe rental operators in 42 states, the District of Columbia, and Canada.

GRUMMAN PLANE NEWS, April 11, 1975 — 5
Love's labor not lost ... nor retirees' skills, either

(Continued from page 1)

oldtimer who worked on the original production said the restored plane looked in better shape than many of the original 7,097 that came fresh off the assembly line.

The retirees devoted over 5,500 man-hours to the project, including some “women-hours” donated by Helen Chlanda, the lone female member of the project. The Smithsonian’s Wildcat was wheeled into Warehouse 6 last May for a nine-month, two-day a week operation, that required dismantling much of the aircraft and reconstructing it from the frame out.


This particular Wildcat airframe served as a trade school trainer aircraft and therefore never saw action. But the plane's engine cowling, salvaged from the sands of Wake Island, still bore the scars of combat when it arrived at Warehouse 6. Wake Island has a special significance for Grummanites since it was here that the F4F scored one of its most famous victories, earning the nickname that was to endure for decades in a dynasty of fighting felines. And the Wildcat was the grand daddy of them all.

The conquest of Blida

Most World War II Navy fighter pilots can spin some pretty hairy tales about their combat experiences, but Lieutenant (A) B.H.C. Nation, R.N., has a different story to tell. A pilot in the British Royal Navy’s Fleet Air Arm operating off Algeria in 1942, Nation was sent off as leader of a flight of four Navy Martlets assigned to a patrol over the military airfield at Blida, then in the hands of Vichy France.

The four Martlets, British versions of the Grumman-made Wildcat, were under orders to prevent French aircraft from leaving the ground and to attack any they saw moving. After circling the field uselessly for half an hour, Lt. Nation noticed people on the ground waving white handkerchiefs. He redesignated this back to the carrier and received the following reply, “Was he over the right airfield?” “Quite sure,” Lt. Nation radioed back, since the field was marked with an enormous circle containing the word “Blida” in big white letters.

Nation was told to land immediately in the expectation of a French surrender. Taxiding his Martlet up to the hangars, Nation was met by a group of French officers who accompanied him to the station commandant. The commandant, a French general whom Nation described as a “nice old boy, very friendly,” tore a sheet of paper from his writing pad and wrote: “La base de Blida est disponible pour l'attirage des armées alliées” (Blida base is at the disposal of the Allied armies for landing purposes).

Without a shot being fired Lt. Nation and his flight of Grumman Martlets had taken command of one of North Africa's largest air bases.

6 — GRUMMAN PLANE NEWS, April 11, 1975
Help needed onadvertisements

Puleeze, folks, help us out. In recent weeks we’ve been getting a number of advertisements submitted to the Plane News office that do not list area codes for home telephone numbers ... because of that oversight, persons who are interested in purchasing the listed items find it difficult to reach the number listed. That’s irritating enough, but it becomes doubly so when they barrage the Plane News office with inquiries. So, please list area codes with all home phone numbers when submitting ads in the future.

Advertisements should be submitted on forms available at Employee Services Offices. They must be signed. Remember, no commercial ad can be printed; limit ads to 30 words.

obituaries

IRVING S. HOFFMAN of Structures, Plant 6, died March 27 at the age of 46. He had been with Grumman since 1935 and lived at 599 15th Street, West Babylon.

ANNA MARIA DI NATALI of Corporate Security, Plant 25, died March 31 at the age of 29. She had been with the company since 1974 and lived at 95-94 239th Street, Bellerose.

GRUMMAN PLANE NEWS, April 11, 1975 — 7
people

Jim Smith, a technician for Grumman Aerospace at Patuxent River, always wanted to be a clown, and for the last four years that’s exactly what he’s been in his off hours. He’s an active member in “Clowns of America” and the National Shrine Clowns Association. His talent has been sufficient for “Jimmy the Jester” to get happy recognition as one of the 10 best clowns in North America, and, most recently, an absolutely unique distinction of serving as official jester for St. Mary’s County, Maryland, where he lives and works.

Although St. Mary’s does not have a reigning king, a jester’s traditional employer, it does have five County Commissioners, with an abiding faith in such old fashioned values as laughter and humor. In an official communication from the County Commissioners’ Office, Smith was informed that the commissioners had “considered your request to be designated the Official St. Mary’s County Jester, (and) acknowledging that humor and laughter are factors which differentiate intelligent and civilized mankind from the rest of the animal kingdom, we have decided to create the post of County Jester and appoint you to this position.”

The new post, though unsalaried, does carry with it an annual expense account of $100 for participation “in certain St. Mary’s County activities, such as the County Fair, Air Fair, Oyster Festival, etc.”

The commissioners concluded by wishing Smith well in his attempt “to bring a bit of lightheartedness and laughter to St. Mary’s County. At times,” they said, “this might be a considerable challenge.”

Thank-you note …

A note from the Manhattan Developmental Center in New York City to Plane News singled out Ernie Newes, secretary of the Black bowling league, and Wil and Jean Back, Joe and Jean Russo, Fred Wagenhauser and his wife, and Vin McCaY and Mrs. McCaY while “expressing the gratitude of all the staff and residents of the Kenner Unit, Manhattan Developmental Center, to all the people who responded so generously to our request for clothing for retarded people.”

He’s helping too …

Bob Specht is representing Grumman with the National Alliance of Businessmen, located in Jericho, and will serve as an account executive, contacting Long Island industrial executives concerning jobs for the unemployed and underemployed. NAB, launched in 1966, is dedicated to reducing unemployment of the disadvantaged, the Vietnam vet, and certain former offenders.

A Marine always …

As Grumman’s senior weapons system officer at Pt. Mugu, California, Navy Lachow has just passed his latest milestone — more than 7,000 hours flying in combat aircraft — in a career that stretches back to World War II. Lachow has flown in what seems like every Navy/Marine Corps 2-seat tactical aircraft that’s ever been airborne: SBM and TBF bombers with the Marine Corps in World War II; F-4s, F7Fs, F3Ds, A-6s, EA-6Bs and EA-6As; and even the British Meteors, Vampires and Meteor while serving in the Exchange Service with the Royal Air Force.

The F-14 that Lachow flies in now may seem a far cry from those early craft, but with Lachow the spirit remains the same. With over 27 years’ service in the Marine Corps (one year in the infantry), Lachow still can find a good excuse to hum the Marine Corps Hymn.

8 — GRUMMAN PLANE NEWS, April 11, 1975

Salute intruder pilot. Capt. Paul Hanover, (L), a pilot in Marine All Weather Attack Squadron 242 at Cherry Point, N.C., was honored recently for logging 1,000 flight hours in the Grumman A-6 Intruder jet. Here, the 29-year-old Marine aviator receives from Field Service representative Steve Foster a special plaque commemorating the event. (USMC photo)

Lost in holiday rush. Sorry about printing this holiday picture when spring has already sprung but a promise is a promise. For the 16th year-in-a-row, the Shipping-Spares Consolidation group conducted a fund-raising drive for the children of St. Mary’s of the Angels Home in Syosset. Those at year-end presentation of $1,770 to Sister Olivia and children at St. Mary’s included Ginny DeVittis, Gerry Mason, Linda Kost, Tony Frisole, and Pat Sundman.

Marine A-6 vet. Capt. Bob Gartner first flew the Grumman A-6 Intruder in March 1967 ... and now, more than seven years later, with 325 combat sorties in Southeast Asia interspersed among them, the Marine pilot with VM(AW) 242 at El Toro has completed 1,000 accident-free hours in the all-weather attack plane. Here, Field Service rep Dick Dietzel presents Gartner with a special plaque to mark the event. (Marine photo)
Gert’s TWX story
Helped ‘party line’ grow into world-wide network

GRUMAN, Bethpage/New York State — It’s understandable why some people refer to the wire service room in Plant 5 as “Gert’s TWX room.”

Over a quarter-of-a-century ago, Carolyn “Gert” Angus began her career at Grumman as the company’s only wire operator. As Grumman’s dependence on wire communication expanded, so did Gert’s responsibilities.

At present, she now supervises four operators (the number run as high as seven during the LM program in the sixties), who from the soundproof room on the Plant 5 mezzanine send or receive over 300 messages a day with the “GRUMAN” cable address over TWX, Telex and Teleprinter machines. These wire messages are sent or received from vendors, government installations around the world, Grumman field sites, and individual employees. They also include company information bulletins such as Newsboard, which are dispatched to all Grumman Corporation subsidiaries across the nation.

You might ask: Why send messages through TWX and Telex machines? Wouldn’t a telephone conversation suffice? “Aside from the lack of privacy in the telephone conversations, the operating costs of the wire service machines are less costly than telephone conversations,” says Gert. “TWX — teletype writer exchange — can transmit at 100 words per minute and all of it pertinent data. Who can match that on a telephone?”

Angus also cites the following situations: Sometimes it can be difficult contacting an individual by phone at a subcontractor’s company, and, there is less room for misinterpretation with the written word than with the spoken word.

And in today’s business world, most of Grumman’s vendors and customers have their own wire service facilities. “Since Grumman has all three wire-service machines that are on the market, chances are that there are few companies that we can’t reach by wire.”

Why not use the U.S. Postal Service? “When the situation calls for special delivery, a mallgram can be sent from the wire service room to the Post Office, or a Telex TWX machine nearest the address on the cable address station. Normally, the delivery is much faster than regular first class mail.

Wire service, along with reproduction, telephone, and mail services, is a part of the company’s Communication Services department.

Direct line

Twenty-five years plus in the wire-service field encompasses a vast amount of changes. “When I first started, we had only a teletype machine with a direct line into Hicksville’s Western Union,” recalls Gert. “Just like the old home telephone systems, the only way you could make a wire connection was through the operator. Now we can dial direct to most of our destinations.”

The transition from a one-person operation to supervisor was not easy. Remembering her first job as a telephone operator — she was in her twenties and her boss was “tyrannical” — Gert decided to make “a run a looser ship” when more operators came under her supervision. “This increases accuracy and efficiency, most critical; it is essential that everyone is trained in the proper use of the machines in the beginning,” says Gert. “We work on the basis that everyone in this department knows how to perform each other’s tasks. While everyone has her or his own tasks to perform during the workday, very often when one operator is overloaded, the others will lend a hand … including myself.”

Until the two male operators arrive each day at noon, Linda Tully and Ann Spirek handle the work load. Linda, who has been at Grumman for over eight years, operates the teletype machine. “You can’t send diagrams over a TWX or Telex machine, but engineering diagrams can be relayed over telephone wires with a teleprinter,” says Linda. “At present, a major portion of the teleprinter correspondence deals with our work on the space shuttle wing and with Rockwell International.”

Until Joe Patterson, a former Coast Guard communication specialist arrived, she also handles all the overseas correspondence on the Telex machines. Then when Linda ends her workday, Joe takes over her teleprinter area as well as his own international messages.

TWX team. Gert Angus (above R) chats with members of her Wire Service staff (L to R): Linda Tully, Chip D’Andrea, Joe Patterson, and Ann Spirek. At right, Gert sends out message which usually has cable address “GRUMAN” punched on tape (photo at far left). (Photo by Marie Trimborn)

The same holds true with Ann’s work area. She handles all the correspondence with vendors and all communications across the nation that can be routed by TWX machines. Chip D’Andrea, a former Navy wire service specialist, also handles this job responsibility.

As soon as a wire communication is sent, or arrives in the TWX Room, Gert logs the message and mails it to the Grumman addressee via interplant mail. In special urgent messages, Gert relays the message by telephone and follows it up with a hard copy via special mail.

Come this June, Gert will be sending her final message from the communication room; she will be retiring. As with most people who spend many, many years on the job, there will always be the memories. “In the late fifties, there was a group of Grumman volunteers who gazed at the skies after hours, looking for silvery balloons launched from a NASA center in Virginia. I was stationed here in the TWX room with headphones tied into the telephone, ready to teletype the sightings to three other NASA centers on the East Coast.

“My son coached me every night in space terms. I was so afraid that NASA would ask me questions in space technology that I followed the advice on the Plant roof and would use a term that I wouldn’t know how to spell.”

And then there were the LM days. After the first successful LM landing on the moon, Gert and her staff had to send out congratulatory messages to all the vendors. “That called for over 3,000 messages that had to be sent out in one day.”

There are many ways to sum up a career in the wire-service field: measuring TWX pre-taped tapes, the number of logged Victor messages, the technological advances in wire communications. But the best measurement, perhaps, is having fellow Grummanies call the area in which you work: ‘Gert’s TWX room.’

We’re moving …

Early this week the Plane News operation moved back to Plant 5. We’ll be situated on the third floor, directly over the lobby — an easier way to find us is to take the elevator in the main lobby, go to the end of the line, take a right on the third floor and walk through to our office. We’re sharing the digs with the Office Management staff. Please, in the future, address all mail, inquiries, complaints, letters, etc., to Plane News, Plant 5. Our phone numbers are: Ext. 3293, 871116.

Also making the move with us, as part of Internal Communications, is Tim Shea, editor of Newsboard and Community News. Tim may be reached on Ext. 2808.
**RCC plays vital support role in manufacturing operations**

(Continued from page 4)

functioning component may have had a series of mechanical break- downs. Then the part must undergo failure analysis to discover if the problem will re-occur... which adds more time to the repair cycle.

The latest development being installed in the Repair Control system: an on-line or "real-time" status reporting system that will prevent part repair from the time it enters Repair Control until it is returned to Grum- man stock to stock.

"Trying to keep track of thou- sands and thousands of parts being repaired is not an easy task," says Bill Waters. "It takes the cooper- ation of all involved to cut down on that number." To emphasize that point, Waters says: "There are times when the part is not at fault when failure occurs... the real culprit is poor material handling. And in this area, everyone can help reduce the amount of damaged components. Unprotected wire connectors, un- cappled hydraulic lines, poorly packaged black boxes - all con- tribute to the rise in damaged parts.

"Many of the components in- stalled on our aircraft are extremely expensive," says Capra. "A black box for avionic systems can range as high as $30,000, sometimes higher. So it's not only mandatory that components be protected against dam- age in shipping and handling, but that a person handling the produc- tion assembly line be conscious of protecting the part during installa- tion. We're making millions of dollars in products and we can't ever forget it.

While proper material handling can cut down on the amount of damaged or malfunctioning components, it is only one of a series of precautions that must be initi- ated. Sophisticated aircraft, such as the F-14 air-superiority fighter, have complex systems and components. The more complex the system, the more likely it will, at times, need extra care. It's a fact of life... one that keeps the Repair Control world at stage center.

**Calendar**

Notice of events for period April 25 to May 9 should reach Plane News office by April 15. Amatuer Radio Club Wed., April 18, 6 p.m.; roof of Pl. 5; short business meeting; drive to Mackinaw Air Park for tour of FAA facility; guests welcome. Emmett Goodman, Ext. 3350.

American Production and Inventory Control Society Tues., April 17, 6 p.m.; dinner, 8 p.m.; speaker, Maine Allied Inn, Litchfield, Maine.

American Society for Metals Wed., April 18, 5:30 p.m. cocktails, 6 p.m. dinner, 8 p.m. meeting. Dr. Jack C. Hillyer.

Civic Club (Bethpage): Wed., April 18, 6:45 p.m., luncheon meeting; election of officers, establish new programs for the near future; members welcome. Ken Nalos, Ext. 2378.

Civic Club (Calverton): Every Fri., 1st hour period, informal conference room, Pl. 6; guests welcome. Jerry Klessing, Ext. 415.

Duplicate Bridge Club Every Thurs., 6 p.m., Pl. 30 cafe; partnerships arranged; guests welcome. Adams Hall, Ext. 3076.

Fencing Club Every Mon., 4:30-6:00 p.m., Pl. 30 cafe; George Kagey, Ext. 3014.

GAC Diner Wed., April 18, 6 p.m., Pl. 26 lobby; election of officers; registration for SCA, training programs. Guests welcome. Al Andreos, Ext. 2374.

Grumman Family Campers April 18-20 campout at Indian Island Park, Riverhead. Roller skating party, Sun., April 15, 1:30 p.m.; Levittown Roller Rink, dinner at Sta- tina, Earl Schroeder, Ext. 1921.

Instrument Society of American Thurs., April 26, 6:00 p.m.; dinner, 7:00 p.m.; meeting. Guests welcome. Burt Heywood, Ext. 1921.

Kettle Club Wed., April 25, 12:00 p.m., Hollis Tavern; ring meeting. Gay Lea, Ext. 2373.

Kettle Club Wed., April 25, 12:00 p.m., Hollis Tavern; ring meeting. Gay Lea, Ext. 2373.

Ladies Golf Club Every Mon., 10:00 a.m., Simms Golf Course; dinner at Pre- ringer Club, Ext. 1233.

Levittown Junior Golf Club Every Mon., 10:00 a.m., Simms Golf Course; dinner at Pre- ringer Club, Ext. 1233.

Levittown Ladies Golf Club Wed., May 9, 6:30 p.m., Harbor Club at Simms; dinner at Pre- ringer Club, Ext. 1233.

**Letters**

To the editor:

Being in the field (Plant 87 — San Diego, Calif.) we are not up to date on information as much as possible at Bethpage are. I am retired from the U.S. Air Force and would like to know if there is a CAC Military Re- gional Club in existence and if there is where can I get information to join.

Al Levenkam Ext. 319, Plant 87

(Est. note — We know of no official club for retired military personnel that has been established at Grumman.)

**Personal**

To all of our friends in the Grumman family: Your thoughtfulness and love, manifested in your originating a memorial for my wife, Joan, via the Cancer Society, is sincerely appreciated. God bless you. Roger Metzger and children.

Double duty. Lt. Cdr. Bill Mooker (C) came in for twin honors recently when he was selected as being the first naval aviator to log 1,000 hours in both the Grumman E-2 Hawkeye and Grumman C-2 Greyhound. Mooker, safety officer for Carrier Airborne Early Warning Wing 12, is being shown presented with special plaques commemorating the feat by Capt. Raymond Pettigrew (R), skipper of AEW Wing 12, and Grumman Field Service representative George Dockett. (Navy photo)

**Grumman relays on secretaries**

"Better secretaries mean better business" is the theme for this year's National Secretaries Week, April 20 to 26. "Like every Ameri- can company, Grumman relies on the diligence, expertise, and loyalty of its secretaries to keep our office operations functioning smoothly," says Board Chairman Joe Gavin. "Just as much as production and engineering people, the Grumman secretary has helped create the world's best fighter and the most advanced early warning aircraft, and has assisted in the successful effort to land men on the moon and in the hundreds of other programs and projects that Grumman has been involved in through the years."

National Secretaries Week, which is highlighted by Secretaries Day on April 23, will be observed by semi- nars, workshops and study groups in chapters of the National Secre- taries Association (NSA) across the country. Both members and non- members are invited to attend; contact Elfriede Merten, Ext. 3232 for details.

Other informal observations will take place in offices across the country as secretaries and their em- ployers acknowledge, in the words of the NSA, "the contributions of all secretaries to the vital roles of business, industry, education, government, and the professions."

Dr. Levenkam Ext. 319, Plant 87

(Judith note — We know of no official club for retired military personnel that has been established at Grumman.)

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Photos by Bob Sontes
Fiorentino ‘outstanding’ in L.L. industrial tourney

In 1973 Frank Fiorentino drew up a three-year strategic plan to land a spot on the Grumman bowling team. Frank not only met his goal this year, ... surpassed the outstanding bowler award in the 34th L.L. Men’s Industrial tourney.

“In the 1973 varsity roll offs, I just missed making the last cut,” recalls

the Plant 3 numerical-control machine operator. I set my sights on hitting the top ten finals next year ... and in this year’s trials, my objective was to land a starting berth.

Frank’s plan of attack was right on schedule. This year, he earned the number three slot on the five-man varsity squad. And when the pressure was on during tourney play, Frank far outdistanced even his own milestone chart.

Just for the record

Rudy Dunkley is alive and working on the night shift in the SACE lab at Great River. In last issue of Plane News Rudy was brought into the ‘sport’light for rolling a 740 series in the Great River Night Owl league. Unfortunately, there was a prited error in his scoring — and he’s had quite a bit of ribbing about it. Instead of writing down a 269, we printed 260 and that made him a 700 series a erroneous 697. Sorry about that, Rudy.

In the arena ...

GARDEN CITY — Out of 16 singles’ entries, David Hutchinson captured the table tennis tournament crown with victories of 21-15 and 24-22 over runner-up Frank Leach.

Leach had sweet revenge in the doubles play, though. With teammate Al Clarke, he defeated the singles champ and his partner Matty McLaughlin, 21-13, 12-21, 21-10, 21-8.

Baseball tix

Grumman baseball fans certainly have their pick of the season this year. “Grumman Nights” at Shea Stadium will not only include Tom Sewer and The Mets, but also Gaffin Hunter and the Yankees. Mets tickets are on sale in the GAA office, Plant 30, for $3.50; Yankee tickets are being sold for $4. Box tickets to all the games listed below are also available for $2.

The following games will be “Grumman Nights” at Shea: May 16 — Yankees vs. Oakland; June 20 — Mets vs. Pittsburgh Pirates; July 16 — Mets vs. Atlanta Braves; July 25 — Yankees vs. Pittsburgh Red Sox; August 8 — Mets vs. Los Angeles Dodgers; August 29 — Yankees vs. Kansas City Royals; September 16 — Mets vs. Phillies; September 26 — Yankees vs. Baltimore Orioles.

For additional information, contact the GAA office, Ext. 2286 or 2123.

Varsity keglers miss mark

The 34th Annual L.L. Industrial Invitation Bowling Tournament sponsored by Grumman Athletic Association rolled to a finish on March 22. The Grumman men’s varsity bowling champ, wound up in third place in the 16-company field — 293 behind Pan Am and 259 shy of runner-up AMP.

The tourney champ, Pan American, posted the high-three-game series of 2,081 in the first round to take over the lead from AMP by 117 pins. The determined AMP squad retaliated in the first two games of the final round to regain the lead by 41 pins, but the Pan Am keglers, in an all-out effort to claim its first championship, totaled 1,023 in the final game to edge AMP by 38 pins.

According to Bob Bem, director of GAA, it was one of the closest finales in years.

By rolling 202 pins over its team average, AMP captured its third consecutive incentive title and retired its second L.L. Swibul Incentive trophy. In the final two games of the 12-game L.L. classic, the AIL five-man squad retained its 4-2 victory over runner-up Fairchild Camera. This year’s victory was the AIL’s first title for AMP in the incentive division — the most wins ever posted by one team in the incentive division.

Art Kaenker of Kollman was presented the high game trophy for his 267 game, which he bowled in the opening round of the four-week tourney. Tom Keon of AIL was runner-up with 265.

Set net play for April 28

Too early in the season to kick up the chalk on the baseline? Is your backhand an ace? If it goes in the box — but your partner a pesty? Still hitting and puffing in the backcourt? Net game a little rusty? If any or all of the above are true, better get your game together — the fifth annual GAA tennis tournament is slated to begin April 28.

Tennis is a growing sport, not only across the nation but also at Grumman. In 1972, GAA Tennis opened 82 singles and 35 doubles entries, and last year, it grew to 105 singles and 47 doubles entries. GAA also expanded its annual tourney with a satellite tournament at Calverton last year.

The tennis players to beat this year in the GAA Open-West are Bill Jalditich, and the Al Kirillin-Tom Gurtina team, and in the East Open, they are 1974 champs: Richard Kraus and the team of Joe Ritz-Richard Henney.

Here’s how to enter: fill out the form below and mail it to GAA, Plant 30, no later than Friday, April 16. Be sure to check off whether you will be playing the singles and/or doubles competition. In the case of doubles, make sure that you include your doubles partner.

According to GAA tourney director Jack Durr, contestants must arrange for courts and pay court fees. It is suggested that whenever possible matches be played on club courts. GAA will supply the tennis balls for all matches, pay court fees for semi-final and final matches, and provide trophies for first- and second-place winners.

The GAA tennis tournament is an open tourney — that means women as well as men are eligible to enter. If there is a considerable amount of mixed doubles entries, a separate tournament will be held at a later date, says Baumgarten.

Tennis tourney entry

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Entry Deadline Friday, April 18
(Forward to GAA Office, Plant 30)
Dive club offers scuba training

On a brisk Sunday morning in March, four divers from the Grumman Dive club — Doug Shierred, Al Andreiev, Jim Jones, and Kurt Welk — splashed into the waters of the Long Island Sound at Mt. Sinai jetty. The water temperature was a cool 42°F, and although the dive began at high tide slack, the water was very murky with no sight of marine life.

But this dive is only the first of many scheduled to come this year, says club president Al Andreiev. If you are interested in joining fellow Grumman divers on such an expedition, come and join the club at the next meeting, slated for Wednesday, April 16, at 5 p.m. in the Plant 15 buffet area.

Announce varsity golf test

If you have aspirations of representing Grumman on the L.I. industrial golf circuit this year, then you had better sign up for the annual 54-hole golf tryouts.

The Grumman tryouts are set to begin Monday, May 12, at Bethpage State Park. Only Grumman golfers with handicaps of 10 or less are eligible to enter the tryouts. Handicaps must have been established in 1974 over regulation layouts, and all league or club handicaps should be included on the entry form.

Varsity tryouts will go to the eight low medal players in the three 18-hole rounds. After the second round, set for May 14, the field will be sliced to the 16 low scorers, with the varsity eight determined on the total scoring for the 54 holes, which ends on May 19. Play will be held on the Red and Black courses at Bethpage.

Entry forms should be forwarded to Mike Chesney at the GAA office, Plant 30, by April 21.

Women’s tennis

Attention, all women tennis buffs. If you are past the beginner stage and wish to test your skills in competition, the Grumman women’s varsity team just may be the place for you. The varsity team plays against other industrial teams such as Litco, Pan Am, and Sperry. If you are interested, call Rita Looney on Ext. 2133 in the GAA office, Plant 30.

Nite owl golf

All golfers interested in joining the night shift golf league should contact George Rocchio, Ext. 8559, or J. Paul, Ext. 3572. League play will take place at Bethpage State Park on Monday mornings.

Tomahawks are here!

Move over Nets, Sets, and Islanders, the 1974 national lacrosse league champions are in town — at the Nassau Coliseum, N.Y. Tomahawks discount tickets — $6.50 for $4 — are now on sale at the GAA office in Plant 30 for the following box lacrosse games: Wednesday, April 30, Montreal; Wednesday, May 14, Maryland; and Thursday, May 27, Quebec.

Rev up engines for flying party

The 320 Grummanites and their families of the GACE Flying Club will have reason to celebrate on April 25 at King’s Grant, Plainview, when they burn the mortgages on two more aircraft in their eight-plane fleet.

Since the first two mortgages were sent up in flames at last year’s celebration, the Flying club has updated its fleet by “trading up” for five late model aircraft.

There is still another cause for celebrating. As of December 31, 1974, club members have flown more than 20,000 hours without an accident — the equivalent of 2,337,000 miles since 1972. Almost half of those hours were flown by training primary students. According to club secretary, Betty Schledorn, many of the members holding private pilot licenses have continued for advanced ratings such as instrument, multi-engine, sea-plane, helicopter, glider and airline transport pilot ratings.

If you are interested in joining the club or attending the combination mortgage burning/Christmas in April dinner-dance, contact Ed Schledorn, on Ext. 5919 or 58872.

The A’s have it!

While many lunchtime activities moved indoors for the winter months, the Plant 1 volleyball players continued to breathe the fresh air on the courts outdoors. Of the eight teams fielded, only four squads were chosen for the semi-finals. In the best-of-three series, the Hawks coached by Tom Cook beat the Jammers captained by Walter Foye, 15-10 and 15-12. Meanwhile, the A’s Plus Five, under the direction of Art Frasca, were getting through their semi-finals against the every-tough Celligmen, coached by Tom Schellers, by winning, 15-12 and 17-5. The finals proved to be a different story for the A’s Plus Five, however. After winning the first match 15-6, the A’s Plus Five went into a cata
tonic state as the Hawks swept two straight, 15-10, 15-11. Bill Faller and Rich Hasselbring led the attack.

With their backs against the wall, figuratively at least, the A’s finally came to life with a ferocious spiking attack led by Mike Gallo, on assists from Frank Abbondondolo and Cliff Seaman, to win 15-4. In the final match, the A’s Ken Smith and Roe Zinzielli led the way in a crushing 15-8 win for the championship.

Members of the Plant 1 volleyball championship team are: Art Frasca, Frank Abbondondolo, Ken Smith Jr., Ken Smith Sr., Cliff Seaman, Mike Gallo, Roe Strazzeri, and Tony Gillet.

GRUMMAN