Holiday greetings

Merry Christmas and Happy New Year to all of you staunch Grummanites. Nineteen seventy was a difficult and challenging year for us all. United, we did a fine job; many, many thanks for your help.

Now is the time to enjoy our families, the fruits of our labor, and the pleasure of our children and friends.

We hope each and every one of you enjoys a very happy holiday.
Top NASA officials tour space, production areas

Accustomed as they are to being on view to visitors, the Electron Beam Welding men and LM manufacturing personnel had some unusually noted and knowledgeable observers this month. Top administrators of the National Aeronautics and Space Administration came to Bethpage a couple of weeks ago. On December 8, it was Dr. George Low, acting administrator of NASA. On December 9, Dr. Rocco Petrone, Apollo Program director from NASA Headquarters, arrived by plane with his staff, and in the afternoon, Dr. Kurt Debus, director of Kennedy Space Center, flew in with his staff and stayed until the following day.

The tours exposed them to the men who are making production history on the F-14 and the Lunar Modules, and let them observe advanced techniques in new weight-saving metals. The E-B Welding Facility in Plant 2 is one of the show places in the aerospace industry, and what Grumman is doing in developing titanium and boron epoxies manufacturing techniques for the F-14 is of special interest to those who do top-secret planning in space.

Dr. Petrone, with Bill Stoney and John Potratz, Engineering and Control directors, respectively, of the Apollo Program, were particularly interested in the TM-5 mockup (LM-10) and in talking to the men who have worked hard to make LM “the best.” They visited Plants 25 and 5, S/CAT, and Plant 39 and saw demonstrations of the deployment of MBSE (Modularized Equipment Stowage Area) and ALSEP (Apollo Lunar Surface Experiment Package).

“We’ve been particularly pleased to observe how some of the people and procedures developed during the Lunar Module Program have contributed to the F-14 Program. I have great hopes that the talents and experience gained in F-14 development will in turn be a substantial contribution for the Grumman efforts in the competition for the Space Shuttle.”

Joe Gavis
Senior Vice President

Dr. Debus and his associates, Brig. Gen. Tom Morgan, USAF, manager, Apollo-Sky Lab Programs, and Miles Ross, Dr. Debus’ deputy, visited Plant 2 to see the boron and titanium manufacturing, and Plants 1, 15, and 14, for F-14 developments and facilities, and then, in Plant 5, Grumman’s space developments, including the mockups of the Space Shuttle and of the High Energy Astronomy Observatory (HEAO), and LM Final Assembly.

LM and F-14. Dick Marquardt (L, top photo), LM engineer, and LM Consulting Pilot Jim Walker rehearse for Dr. Kurt Debus and his staff the deployment of Apollo Lunar Surface Experiment Package from TM-5 mockup in LM Final Assembly. Below, Senior Vice President Joe Gavis (L) discusses with Brig. Gen. Tom Morgan and Dr. Debus’ deputy, Miles Ross, the F-14 titanium box beam in E-B Weld area, Plant 2.

Men in white. Dr. Rocco Petrone (3) was interested observer (with Pilot Glenn Eggers, C) of LM Modularized Equipment Stowage Area in Plant 5. Jim Walker deploys equipment from TM-5. (Photos by Fred Ansetta)

Exotic material. Grumman’s manufacturing experience with boron composite draw penetrating questions from Dr. Kurt Debus (2nd L) during Bethpage visit. Dr. Debus is flanked by Art August, Space Shuttle technical manager, and Brig. Gen. Tom Morgan.

GRUMMAN, December 22, 1970
Three men, Tom Guarino, Don King, and Dan O'Neill, have new corporate responsibilities on the E-2 and EA-6B two aircraft that loom large in the future of Grumman.

Guarino was named program director of the E-2 a few weeks ago, and reports to Senior Vice President Bill Zarkowsky through Rees Mickey, deputy director of Aircraft Programs. King was appointed deputy director and O'Neill program manager on the EA-6B; both reports to Vice President Bob Miller, EA-6B director.

Tom Guarino came to Grumman nearly ten years ago. He was assigned initially to Advanced Systems (he helped pioneer EA-6B there where it was referred to as A-6 "Bowleg's"). Most of his stay in the company has been on the EA-6B Program; in 1985 he was named Systems project engineer on the EA-6B, and over the next six years served as electronics project engineer, engineering manager, and finally, program manager.

And now Guarino is assigned to the E-2, an airborne early warning and intercept control aircraft, as director. He sees the biggest challenges for himself and his E-2 Program people as maintaining a very tight milestones schedule leading to the Defense Systems Acquisition Review Council concerning final production of the E-2C, and making a good overall profit on the aircraft for the company while providing the Navy with a high-quality weapons system.

Tom points out that they hope to get a first flight on the E-2C next month. The "C" version of the Hawkeye will carry advanced avionics systems; new radar, updated computer, new navigation system, and new displays.

Guarino holds a physics degree from C. W. Post ('71), and earned a Master's in industrial management— engineering from Columbia ('73) while at Grumman. Tom is a member of the championship Grumman softball team and works on the squash court, too. He and his wife, Kathy, and their two children have their home in Garden City.

Test pilot

Over the past decade, Don King has combined a background in electrical engineering and training as test pilot to contribute heavily to a number of programs at Grumman, especially the EA-6A and EA-6B aircraft.

Following his graduation from Iowa State College in 1954 with a degree in electrical engineering, Don became a Navy pilot, worked a year with another engineering firm, and, in 1959, came to work at Grumman as a systems engineer on the A-6A.

King has flown for the company since 1963. A graduate of the U.S. Naval Test Pilot School in 1965, he has logged more than 3,050 flight hours (3,500 in jets). As a test pilot, he has been involved not only in structural evaluation and demonstrations, but in ECM and attack weapon system design, development, and evaluation.

Over the past couple of years, Don has been EA-6A/EA-6B project pilot, with management responsibility for flight evaluation teams and Navy Bureau Inspection and Survey Trials for the "B" pilot the first EA-6A and EA-6B, and has been heavily involved in evaluation and analysis of the EA-4B navigation system. Earlier he had been A-6A project pilot.

Now he moves into another type of assignment on the EA-6B Program, one that he sees as being primarily "desk-bound," except for occasional flights to keep his proficiency up.

He and Bob Miller are anticipating the carrier qualification trials for the EA-6B, scheduled for early in '81. Don, his wife, Jeanne, and their three children call Wanting River their hometown now.

Started in shop

Dan O'Neill's middle name isn't "perseverance" but it might be. Dan has been with the Company since 1958, he came here after four years in the Air Force—starting as an instrumentation technician. A year later he enrolled in the New York University evening program. In 1959, Dan graduated with an electrical engineering degree, and on hand to congratulate him were his wife, Hertha, and their four children (they now have six).

On the job, after a year in instrumentation where he worked on S-3s, O'Neill became an instructor on electrical power systems in the training department, and, in 1955, moved into aviation engineering to work on the F-11 and F-4B series aircraft.

After assignments on the E-2 and A-6 (the latter as support program manager), Dan joined the EA-6B Program in 1985 as Support program manager, a post he held until appointed EA-6B Program manager. Dan and his family live in Stony Brook.

Other posts

Others named to the EA-6B are:

As assistant program manager—John Herman (Fleet Introduction); Ed Ross (Production); Tom Street (Development).

Al Guerewitz was named Engineering manager; Bob Devore, Support manager; and Lew Scherer, Subcontracts manager. All report to O'Neill.

**Gifts for vets.** Pretty Betty Kuczowow seems to be having trouble finding room for this final gift in this array contributed at Plant 25 for hospitalized veterans. Contingent from Navy veteran visited veterans' hospital last week to help distribute gifts for Christmas. (Photo by Larry Van Wellens)

Please . . .

From Francis B. Loaney, commissioner of police for Nassau County, comes an urgent appeal to cut down on holiday accidents. He means business. Precinct commanders will be assigned to visit employers throughout the county, urging preventive measures to insure safe departure of employees from their office festivities.

"We suggest," he says, "that employers organize car pools operated by non-drinking members of their staff, to transport fellow employees home after holiday office parties." To put teeth into the effort and to get revelers home safely, over 500 Nassau County Police vehicles will be on patrol.
See wide potential in military, commercial test service market

A "Jolly Green Giant" Sikorsky CH-53A helicopter seen flying around the Calverton Flight Test Center recently carrying a four-ton concrete block, was trying to make "noise." According to Tony Caserta, Grumman Test Services manager, "a "Jolly Green Giant" loaded to maximum gross weight, was acting as a noise source in a one-day joint Grumman-Sikorsky acoustic survey. Sikorsky test engineers monitored acoustic tape recorders at three test working areas within the Calverton facility, while Sikorsky engineers monitored other test equipment located outside the fence. They were trying to determine whether the sounds of large helicopters during development tests would exceed acceptable noise levels in plant working areas and in the surrounding neighborhood.

"This program came about as a result of the marketing efforts instigated by PDA," comments Dick Mazourek, assistant director of Flight Acceptance Department. "We have been attempting to capitalize on the testing expertise and unique test facilities that Grumman's Flight Acceptance Department has developed over the last two decades. These test services, which include test management, test planning, instrumentation, data collection and data analysis services, are being offered to the Navy, Army, Air Force, and civilian agencies, as well as to private companies such as Sikorsky, by a Test Services Group composed of Tony Caserta, Bill Dehnert, and Ray Sutton."

Reallocation of funds

Due to the de-escalation of the Vietnam war, says Mazourek, the military now is looking to get many advanced weapons-development programs, which were deferred during the Vietnam war buildup, moving again. Deputy Secretary of Defense David Packard recently stated in the Wall Street Journal that, "We've got some catching up to do.

Large sums of research and development dollars to test exotic automated battlefield devices, new electron-optical reconnaissance sensors and laser range finders are envisioned by Pentagon officials, says Mazourek, and one way for Grumman to keep abreast of new developments is to test the services required by these research, development, test, and evaluation (RDTE) programs.

Vying with the military for post Vietnam funds are the civilian agencies looking for peace dividends, points out Caserta. Test services are also required by these civilian agencies. As an example, the United States Department of Transportation (DOT), with an annual research and development budget of $180 million has started construction of a new high-speed ground transportation Test Center at Pueblo, Colorado, similar to the Navy's Palisades Test Center. The goal of this test center is to tackle some of the nation's critical civilian transportation problems and to provide the nation with a balanced transportation network that is capable of handling double the transportation volume in the next 20 years.

Test service support

The wide range of new vehicles and systems that will be developed and tested at Pueblo will require substantial contracted test services support," states Caserta. "The same know-how and test techniques that Grumman provided to NASA White Sands and other NASA Test Centers, which helped NASA safely land men on the moon, can be utilized to improve the movement of people and goods here on land." Back at the Calverton facilities, the $11 million Automated Test and Evaluation System (ATES), which is expected to slash development test time on the F-14 in half, could be utilized by DOT to cut intracity VSTO aircraft development test time and costs by substantial amounts. The "Jolly Green Giant" was a visible forerunner of these anticipated ground and air test services. Results of the "Jolly Green Giant" acoustic survey at Calverton have shown that acceptable sound levels can be maintained for daytime helicopter test operations at Calverton, says Caserta. In the foreseeable future are both tethered and free-flight helicopter tests. Long range plans also include possible installation at Calverton of one or more whirly stands to be used for dynamic testing of helicopter blades. "As a result of all this," Caserta says, "Calverton will see many unique vehicles and systems undergoing a wide range of test experiments."

Year-end work schedule

- All plants will be closed on Christmas Day, Friday, December 25, 1970, and on New Year's Day, Friday, January 1, 1971. Everyone actively employed will be paid for these two days.

- Christmas bonus checks and turkeys will be distributed to the day shift personnel in all plants on Thursday, December 24, 1970, beginning at the regularly scheduled start time in effect at each plant.

- Christmas bonus checks and turkeys will be distributed to the night shift personnel at the conclusion of the Wednesday (December 23) night shift. All night shift personnel shall report to their regular place of work at 5:30 p.m. on Wednesday, December 23, 1970, regardless of the time they would otherwise normally report to work.

- There will be no night shift on Thursday, December 24, 1970. In order to compensate for this loss of production, all night shift personnel will work two extra hours on Monday, Tuesday, and Wednesday, December 28th, 29th, and 30th, and they will be paid for these six hours at the appropriate overtime rate.
The Age of Aquarius—high drama, triumph, then retrenchment

It's been an odd year, one of spectacular successes, one of promise for the future...and one of decreased employment.

It is a time then to retain perspective. While this may not be the "best of all possible worlds," as the fictional Doctor Pangloss saw it, it is far from the worst — very, very far from the worst. For the Company has firm and trusted foundations on which substantial achievement has been demonstrated.

And it was time for an anniversary — Grumman's 40th year. It started as an acknowledged gamble when six men, just a couple of months after the Great Depression of '30, pooled their talents and convictions and set up shop in a garage in Baldwin. Their first efforts were doing repair work for the Long Island Aeronautical Engineering Corp. and building (and selling to the Navy) an amphibian float.

From that initial tie came production of the FV-1 for the Navy...followed by such aircraft as SF-1 Scout, Duck, Goose, Martlet, and the legendary Wildcat and Hellcat as World War II struck the nation. And when that ended, there was a pause for reorienting Grumman business...and then came diversification and the impact of an exploding technology that is beyond precise measure. And by all signs, this explosion is in its very infancy. We have but lit a long fuse...

Strength and creativity

Witness, for example, the F-14, the Lunar Module, the Orbiting Astronomical Observatory (OAO), the Space Shuttle, the EA-99 and the A-6E, the new venture in Singapore under the aegis of Grumman International, the TACRV proposal, and so on. They accent the strength and creativity of Grumman and its skilled people.

A singular proof of this is that Grumman has stood steadier than any of the nation's major aerospace companies.

We have right now the most exciting and important aircraft in the country, the F-14 air superiority fighter. Planned from the start as a three-phase program — first introduction to the Fleet, fighter and improved engines, and then richly sophisticated avionics — the F-14 is a weapons system for the '70s and '80s. When it goes to the Fleet, it will: out-dogfight any aircraft in the world; carry the newest missiles and armament; have extraordinary long-range capability for Fleet protection; possess all-weather strike potential; mute the threat of Soviet air power — which has been gaining in strength since 1954, when the F-4 Phantom went flying.

The Company saw the need for this new fighter long ago. And it head-on forced itself to "see" not only the vague outlines of the need but to analyze the need in depth, and then to formulate explicit design concepts and fabrication methods. And through all this were the construction and test mandated to build the finest aircraft the

(Continued on page 6 - 7)

'Deepest thanks'

The Apollo 13 crew wants to express to the entire Grumman engineering and manufacturing team our deepest thanks for building a most outstanding spacecraft. Aquarius performed beyond expectations in providing our own means of returning home.

Our highest praise for the continuous efforts of all the Grumman employees in the making of LM-7.

Jim Lovell
Jack Swigert
Fred Haise

GRUMMAN, December 22, 1970

5
THIS IS THE YEAR THAT WAS—

(Continued from page 5)

Navy has ever had, to do it within cost, and to deliver it to the Fleet in a shorter time than ever had been done before. All of these targets are being met.

They're being met in the same unbuttoned, almost incredible manner that characterized the Apollo Lunar Module journeys. Some say the height—emotionally and scientifically—came with Neil Armstrong's first-in-the-world moon walk. It was then that we could look in another direction, and invert Thomas Harquay's line:

"What have you looked at, Moon, in your time? Now long past your prime?"

Perhaps that was the zenith. But pause...and reflect...on the utterly fantastic space odyssey of the "lifeboat" Aquarius. You know the story; something went wrong, and LM Aquarius was the only route back home to earth. Astronauts Jim Lovell Jr., Fred Haise Jr., and Jack Swigert Jr. made it back to splashdown to the Pacific. Perhaps it was Haise who said it best:

"Procedures that usually took months were arrived at in a matter of hours. After the Service Module went, we were very dependent on what we had left, which was the LM and the Command Module. Obviously, you all did a tremendous job. The LM was perfect, and was performing twice the requirements of any previous module."

Budget slash

The Astronauts rode LM?—Aquarius almost all the way home, and ended with a bullseye splashdown.7

Add to that—there is all that! The "perfect" LM, and the Apollo suit-
tas...were clawed by sharp budgetary cutbacks. Manned missions to the moon are being phased out; LM-12 will be delivered to the Kennedy Space Center, Florida, in June; that closes out the LM Program in Grumman.

Last year, in the well-worn phrase, "the handwringing was on the wall"—

for LM, the Apollo Program, and the aircraft industry. Grumman was faced with a lack of work in-house. A reduction-in-force (RIF) occurred, from about 11,700 to roughly 26,000. As was pointed out just a month ago, the RIF was not made because of poor em-
ployee performance. If business conditions recur, many of them will be recalled.

In the meantime, the Company fought back with a series of promising proposals, among them a space shuttle...

TACRV (tracked air-cushion research vehicle), and HEAO (High Energy A-
tronometry Observatory). The Grumman/Boeing Shuttle Team has made two recommenda-
tions to NASA: First, a fully reusable orbiter: the size of a 707 to ride "plugs-back" into orbit on a fully reusable booster the size of a 747. An alternative is use of a reusable orbiter (like the "buggy-back") on an available Saturn 1C Booster for use in early flight until a more advanced booster is developed in a "non-crash" program.

Future potential

TACRV work is proceeding under a $3 million contract from the U. S. Depart-
ment of Transportation. Dubbed a fast, safe people-mover, TACRV is to zip along on a thin layer of air (the cushion) at a speed of 200 miles per hour. A test track is being built in Col-
orado, and there is a strong feeling that the vehicle has international potential.

HEAO is a "no-frills" spacecraft some 39 feet long and 10 feet in diameter designed to carry scientific instruments for studying the sources of cosmic, gamma, and X-rays beyond the obscuring effects of the earth's atmosphere. Grumman is involved with the Brown-
wick Corporation Navigation and Control Division and Hughes Aircraft Company. A follow-on contract for (two) HEAO spacecraft is expected; first launch is tentatively set for mid-1974.

All this, by the way, in a clay chest with Grumman's continuing NASA work

—which remains active.

And too, are other programs—the KAID tankers now in the Stuarts, Flor-
dale facility; the newest member of the Intruder family, the A-6E, suitably with new radar capable of doing the detect-
ing, tracking, and terrain-clearance functions simultaneously, the E-6C, successor to earlier Hawkeyes; and, in Savannah, Georgia, on-going work on Grumman's Gulfstream II.

Nor is that all: Grumman is flying survey and environmental flights; the Company's in space medicine with an Extra-Systemic Organ Transporter, and a Mobile Intensive Care Operating System—both spinoffs of the Jet Pro-
gram; Grumman International, Inc., has formed a wholly owned foreign marketing subsidiary, Grumman Pac-
ific (PTE), Ltd., which is based in the Re-
public of Singapore.

There's more, and there will be still more as Grumman continues to probe new markets and new technologies in a quest that could be without end.
The greatest thrill in life is... tomorrow

The first forty: 1930-1970

F-14: talent, technology and effort

Space Shuttle

See international potential for tracked air cushion vehicles

am readying Apollo 13 lunar landing mission
Betterino, Nelson hit new highs in warm-up for varsity trials

With the varsity bowling rollers just around the holiday corner, several league hot shots spent the last couple of weeks getting ready for the head-

With the varsity bowling rollers just around the holiday corner, several league hot shots spent the last couple of weeks getting ready for the head-
Twenty-six marking silver anniversaries with Grumman

George Burkhardt, senior tool designer in T/M Engineering, Plant 2, is one of the "select" to complete 40 years of service in Grumman's 60th anniversary year. His Permanent Number is 18, and his anniver-
sary date, December 6, 1950. He was with Grumman in Baldwin, Valley Stream, and Farmingdale before the Company moved to Bethpage, in 1937, to Bethpage.

Two women and 11 men reach the 30-year mark this month.

PLANT 1: Edward Grafenstein, Russer & Shear; Edwards N. Reisch, Press; Vincent Caruso, Steel Parts Assembly.

PLANT 3: Frank C. Cava, Honeycomb Layup & Procedure.

PLANT 4: Edward F. Meany, Support Drafting.

PLANT 5: Edwin A. Parcell, Paymaster.

PLANT 17: Donald H. Hartmann, Shipping Inspection.

PLANT 18: Philip H. Packard, Material - Space Program.


PLANT 35: Horace L. Maas, Contour Development.


PLANT 39: Frank E. Young, director, Computer Operations (GDS).

Twenty-six men are reaching Silver Anniversary status in 120 years of service.

PLANT 1: Rudolph G. Milke, Instrument Test; Charles Farnam Jr., Production Control - Parts Control.

PLANT 2: Charles H. Balsbach Jr., Prototype; Rodney D. Paynter, Controls; Martin W. Fergason, Steel Parts Assembly; Henry L. Heide, Propulsion Component Test; Joseph G. Maliszewski, Inspection - Tooling; Curtis E. Husselt, Quality Control - Engineering.

PLANT 3: Godfrey Tosnese, Wing Sub-Assembly; Ernest C. Sunderland, Machine Operation - Technical Service; Frank Sprague, Intra-Plant Transportation.


Award for POW effort

A lot of the action in the POW-MIA drive is being generated in the South. A couple wives of Grummanites —Carol Taylor and Annamarie Niall—are heavily in-
volved, and Mrs. Taylor was presented with the Award of Merit by a Veterans of Foreign Wars post in Houston for her effort in helping get signatures on a petition in behalf of American POWs. The WFW post sent the petition to Paris, where U.S.-North Viet-
nam peace talks are going on.

GRUMMAN, December 23, 1970
Travellers reps offer counseling

The Travellers, one of the largest multi-line insurance firms in the country, have trained all-line representatives located in various plants who are available to all employees for private, personal counseling on their insurance needs.

Since the Grummans Financial Services Plan was introduced a little more than 20 percent of Grummans employees have bought some form of insurance-life, homeowners, car, or a combination of the Plan. Rates are often lower than elsewhere, and the insurance can be purchased through payroll deduction.

If you want to find out about all possible benefits of the Plan, you can set up an appointment with the Travellers representative who serves your plant. He will answer your questions without obligation.

Phases
- Campagnola
- Allen King
- 1 - 41
- Bob Nichols
- 2 - 40
- Ken Steiber
- 3 - 21 - 17
- 18 - 24
- 4
- 5 - 13 - 23
- Peter Yahr
- 6 - 7 - 8 - 32
- John Vanagas
- 11 - 12 - 15
- 16 - 20 - 21
- 27 - 28 - 37 - 38
- Paul Vandenbeld
- 29 - 30 - 36
- Allen King
- 31 - 36
- Dick Baustel
- 34 - 14 - 26 - 31

Extended Schedule
- 80289 (1) Mon., Tues., Thurs., Fri.
- 80298 (1) Mon. through Fri.
- 80300 (1) Mon. through Fri.
- 80312 (6) Fri. (Bad of week, Ext. 86738)
- 80313 (5) Mon. through Fri.
- 751-641 (4) Tues. through Fri.
- 751-123 (3) Reg Harbor
- 75026 (13) Mon. through Fri.
- 75007 (24) Tues., Thurs.
- 75008 (23) Mon. through Fri.
- 75009 (22) Wed., (Bad of week)
- 75010 (21) Thurs., Fri.
- 75011 (20) Fri. (Bad of week)
- 75012 (19) Reg Harbor
- 75013 (18) Tues. through Fri.
- 75014 (17) Tues. through Fri.
- 75015 (16) Mon. through Fri.
- 75016 (15) Mon. through Fri.

CALENDAR OF EVENTS

Notice of events for period 15 Jan - 19 Aug should reach Piano News by Tues., Jan. 5.

Another Radio Club: Wed., Jan. 7, 7-9 p.m. at the WJ2/DG4 check on the rest of the P.L. ban. & era. (Next check to be announced.)


Amer. Soc. for Metals: Wed., Jan. 20, 5:30 p.m. cocktails, 6:30 p.m. dinner, 7:30 p.m. reg., 8:30 p.m. $3.25 per person dinner, spgl. George Gensser, Emmets Hall, meet on the Park and Tear of Rome." Ladies Nat. Jos. Genembaum, Ext. 7515.

OBITUARIES

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

CHARLES A. KUPPLER of Small Parts Fabrication, Plant 3, died December 19 at the age of 52. He lived at 258 N. Newbridge Rd, Levittown, and had worked 18 years for Gramman.

JOHN A. LEIBEMANN died December 12. He was 51 years old and had been with Gramman since 1946. He worked in Vehicle Production Engineering, Plant 1, and lived at 553 Pine Acres Rd, Brightwaters.

DANIEL W. MILNER of Palisade Assem- bly, Plant 7, Stuart, died December 13. He was 52 years of age and had worked for the Company since 1956. He lived at 255W Savannah Rd, Jen- sen Beach, Fla.

AUGUST P. GROSS of the Prototype Department, Plant 2, died December 14 at the age of 63. He had been with Gramman more than 27 years and lived at 71 E. 12th St, Huntington Station.

Up retiree benefits

Grummans retirees last week welcomed an announcement from Cintt Towel that their insurance allowances are being increased, beginning January 1. The Chairman of the Board made the announcement at a lun- cation meeting of the Grummans Retiree Club on December 10 at Holiday Manor.

Under the new scale, hospital room and board allowances have been boosted from $50/day for 10 days to full coverage for 70 days, and the allowance for the next 30 days has been decreased from $80/day to $25/day. The fee for surgery is being upped from $400 to a maximum payment of $500, and a $100 allowance has been added to the insurance plan for diagnostic X-ray and laboratory examinations (not previously covered).

If the retiree has one or more eligible dependents he wishes covered under his group insurance, he will be required to pay an additional monthly amount ($50) instead of $11.00 if the dependent is not eligible for coverage under Medicare. $25.00/month instead of $1.00 if dependent is eligible for coverage under Medicare.

The group Hospital-Surgical Medical insurance for eligible retired Grummans employees is made available by the Company without charge to the retiree. It is continued for a period of time equal to the number of whole months of active Grummans service credited to the eligible person.

Note to parents

These other insurance notes came out of the Grummans Insurance Office last week.

Parents of 18-year-olds were reminded that the time has come for children born in 1951 to shoulder their own insurance. Blue Cross-Blue Shield coverage for these young people runs out at one minute after midnight, December 31. To transfer them to their own contracts (whatever they may have had under the Family contract), parents should fill out the transfer certificates available from Employee Service Officers or the Grummans Insurance Office in Plant 28, Ext. 1640. They have 60 days after December 31 for the conversion, but no more.

Travelers Insurance has a similar ruling for 1960's 18-year-olds, but its deadline is January 31, 1971. The completed insurance application and first payment must be received by the Company within 31 days following February 1, 1971. Forms are available from the Grummans Insurance Office or ESCO.

Converting within the time limits specified lets the insurance coverage continue without interruption and gives the 18-year-old the benefit of the group, as opposed to an individual rate.

... and to all, a good night!

What, really, is the holiday season? What does it mean? Questions that only each of us can answer, for spirit and meaning are in- ternally secured within us. For some, the season is one of deep religious con- templation and expression, a time of recalling moral truths and acting on them. For others, it is the time for the personal extra-emphasis on renewing friendships and saving a tablet frame of courtesy and some empathy. It may serve as a time for family—to be enjoyed as one, to loosen again the love that brought us all together in the first place.

It can be a time for the young, to de- light in their delights, to glow in the re- flected warmth of what they are as we remember—perhaps but vaguely—what we were.

There is movement, too; a yearly period of restoration by stepping back a bit from the weight of the day-by-day routine. It's a release, a time to be thoroughly yourself. to relax . . . to enjoy life . . .

As a matter of fact, there is whatever you want the season to be, to but whatever that is, we hope that happiness is a prime ingredient. And since this is also a time of giving and receiving, we of the Plane News staff want to give you our thanks for helping (and tolerating)! es- pectably the photographers and artists in Presentations and the people in Transportation, Employee Service, Personnel, and many, many others. All of you have been great.

Have a happy holiday.

About the cover

By day, the executive lobby at Plant 43 is bustling with activity. Late at night, however, the single 8x10 tree now bedecked with Christmas lights usually stands a lonely vigil there. It has been a sense that has beckoned many times to Fred Ansari of Presentations Service, Plant 44, so much so that he decided to capture it for the cover of the holiday issue of Plane News.

Fred makes a habit of snapping cover photos—he's had more than a few this year.
Carnaval, 23 de noviembre

For Sale

ACCORD: 2006, 4 dr, std, manual or automatic, $12,000.

ACCORD: 2004, 4 dr, 6 cyl, 4-speed, $10,000.

ACCORD: 2003, 4 dr, 6 cyl, 5-speed manual, $9,000.

ACCORD: 2002, 4 dr, 6 cyl, 5-speed manual, $8,000.

ACCORD: 2001, 4 dr, 6 cyl, 5-speed manual, $7,000.

ACCORD: 2000, 4 dr, 6 cyl, 5-speed manual, $6,000.

ACCORD: 1999, 4 dr, 6 cyl, 5-speed manual, $5,000.

ACCORD: 1998, 4 dr, 6 cyl, 5-speed manual, $4,000.

ACCORD: 1997, 4 dr, 6 cyl, 5-speed manual, $3,000.

ACCORD: 1996, 4 dr, 6 cyl, 5-speed manual, $2,000.

ACCORD: 1995, 4 dr, 6 cyl, 5-speed manual, $1,000.


ACCORD: 1992, 4 dr, 6 cyl, 5-speed manual, $100.


ACCORD: 1986, 4 dr, 6 cyl, 5-speed manual, $0.

ACCORD: 1985, 4 dr, 6 cyl, 5-speed manual, $0.

ACCORD: 1984, 4 dr, 6 cyl, 5-speed manual, $0.

ACCORD: 1983, 4 dr, 6 cyl, 5-speed manual, $0.
Test team does quick-time while completing successful trial series on F-14 escape system

At the China Lake Naval Weapons Center on the Mojave Desert, the F-14 Crew Escape & Ejection Systems Test team from Bethesda and Calverton threw themselves into efficient completion of their F-14 test program, with first flight depending on its success. Using instrumented dummies in an F-14 cockpit mockup mounted on a rocket-propelled sled, they chalked up a whole series of ejection conditions; from zero altitude, zero velocity to 600 knots. The F-14 crew (pilot and mission control officer) are now assured that the aircraft escape system works.

Test Commander Tom Klemkenko of Subsystem Test was quick to share credit: "The design people back home gave us a system that worked, and the manufacturing people built it that way," he declared, emphasizing that his test team at China Lake represented test, design, and instrumentation engineers, pyro, hydraulic, instrumentatia, seat, and structural technicians, and Quality Control.

New system

The system, proved at the Calverton test runs in August, is the first that Grumman has used with a canopy lock severance system, and the first with zero/no-capability. The canopy and Martin-Rebro seats are ejected, in sequence, as not to collide; an under-seat rocket gives additional boost, and a parachute system slows the fall to earth. Klemkenko’s group began to arrive at China Lake September 17. They left December 4, having run but only the F-14 ejection series but two full-system high velocity escape system tests on A-6A sled. (The A-6A is being retrofitted with the same zero/no-capability as the F-14).

The F-14 program included five high-speed runs: a 600 KEAS (lane equivalent air speed) drag run, with no ejection; 100, 265, 455, and a 600 KEAS run, all full-system test; one zero/no MCO ejection and a zero/no system test with MCO.

"Everything moved along so well at China Lake, that the testing was completed between September 17 and December 1," says Klemkenko. "This turned out to be 60 days ahead of the schedule proposed in the original F-14 contract plan, and resulted in the completion of the full system demonstration."

'Hearty thanks'

Earlier this month, President Lynden Evans received the following letter from Capt. D. E. Vaughn, commanding officer of the United States Coast Guard Station at Floyd Bennett Field in Brooklyn.

December 2, 1970

Dear Sir:

I wish to take this opportunity to personally extend my hearty thanks and appreciation to the personnel of your Peacot facility who so ably assisted aircraft from this command on the morning of November 24, 1970.

On November 24, 1970, the United States Coast Guard was engaged in a search effort attempting to locate the cabin cruiser LUCKY M, reported overdue with three persons on board. Three Group Commanders, two patrol boats, several utility boats and aircraft from this unit were involved in the search. As the search progressed into the late evening an of the Coast Guard 46-foot utility boats foundered, causing her three crew members into the chilling waters of Long Island Sound. Within minutes an aircraft from this unit was on scene, but was unable to immediately locate the survivors. Due to the severity of the air and water temperatures additional aircraft were dispatched to assist.

As the search progressed, with little or no success, it became evident that the aircraft would require fuel; however, the round trip distance from the search area to the Coast Guard Air Station would involve a hour and a half to two hours of flight time, which, under the circumstances was unacceptable. A call was placed by the Air Station Duty Officer to your Peacot facility and the situation explained to the supervisor. The Duty Officer was advised that fuel would be made available to the aircraft upon arrival and at 1:45 a.m., November 24, RH50 CAGN 1478 landed, followed in twenty minutes by RH50 CAGN 1527. After servicing, both aircraft returned to the search area. At 9:27 a.m., the survivors were located clinging to a raft in the surf and were rescued.

Although suffering from exposure all three Coast Guardsmen were alive and were transported to medical facilities for treatment. With this portion of the search over, attention was once again turned to the LUCKY M, which was located at 9:27 a.m. with all persons safe on board.

Once again may I offer my thanks to your personnel for their kind and swift assistance.

Sincerely yours,

/* D. E. VAUGHN
Captain, U.S. Coast Guard
Commanding Officer

China Lake Naval Weapons Center photo
GRUMMAN, December 2, 1970