NEXT PICNIC EVENT

APRIL - DAVE’S FAMOUS B B Q

WEDNESDAY
APRIL 17, 2019
Rio Vista Community Park -- Ramada #9
Located at 8866-A W. Thunderbird Rd.
The park entrance is about a third of a mile west of the Loop 101 on Thunderbird.

10:30  Social
11:30  Lunch
12:30  ANNOUNCEMENTS AND DOOR PRIZES

2019 Pioneer calendar

<table>
<thead>
<tr>
<th>Date</th>
<th>Event</th>
<th>Location</th>
<th>Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wed</td>
<td>Mar 20, 2019</td>
<td>Picnic</td>
<td>Rio Vista Park</td>
</tr>
<tr>
<td>Wed</td>
<td>Apr 17, 2019</td>
<td>Picnic</td>
<td>Rio Vista Park</td>
</tr>
<tr>
<td>Wed</td>
<td>Oct 16, 2019</td>
<td>Picnic</td>
<td>Rio Vista Park</td>
</tr>
<tr>
<td>Wed</td>
<td>Nov 20, 2019</td>
<td>Picnic</td>
<td>Rio Vista Park</td>
</tr>
<tr>
<td>Wed</td>
<td>Dec 11, 2019</td>
<td>Christmas Lunch</td>
<td>TBD</td>
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</table>

Members – Come On Out!!!

We do hope you plan to attend as many of our functions as you can. Our meetings provide a time and place for visiting and catching up with your working family and we look forward to seeing you. All of our newsletters and picnic announcements are also available at the following website: http://wingfootstories.wordpress.com/pioneer-club-news/
Upcoming Picnics / Lunches

April Luncheon Information  --  Apr 17, 2019

The Spring Western Barbeque Picnic will be held at Rio Vista Park on April 17th and we are hoping for a large turnout of members and guests. The Barbeque will be prepared and served by FAMOUS DAVE’S BAR B QUE. The meal will include your choice of Pulled Pork, Chicken and Beef Brisket served with BBQ sauces on sandwich buns, including BBQ Baked beans, Cole Slaw and Potato Chips. A Dessert and beverages, including beer, soft drinks and water will also be served. Please make your reservations by Sunday, April 14. Reservations can be made by contacting your Officers Jeff Isenman jeffisenman@gmail.com, Cookie Morris jdthmrr@aol.com.

Cost of the lunch is $15.00 per person.

The picnic luncheon will be held at Peoria’s Rio Vista Park. The park is located at 8866-A W Thunderbird Rd. The park entrance is about a third of a mile west of the Loop 101 on Thunderbird Rd. Go north on Rio Vista Drive about a half mile to the park entrance. Look for the covered ramadas, just past the community center (on the left) we’ll be at Ramada #9 (also on the left).

Mar 20, 2019  Pioneer Picnic at Rio Vista Park

We started off 2019 with our picnic in March. The weather was good, and we had a turn out of about 35 folks. Thanks to Pete Mulla for taking care of our lunch of subs, potato salad, chips, pickles, cupcakes, etc.
<table>
<thead>
<tr>
<th>Door Prize</th>
<th>Winner</th>
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<tbody>
<tr>
<td>Jack-In-The-Box $15 Gift Card</td>
<td>Mike Wright</td>
</tr>
<tr>
<td>Petite Pies</td>
<td>Ron Kuhler</td>
</tr>
<tr>
<td>Subway $15 Gift Card</td>
<td>Bernie Martin</td>
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<tr>
<td>Petite Pies</td>
<td>Jack Sigler</td>
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<tr>
<td>Whataburger $15 Gift Card</td>
<td>Tom Szudlo</td>
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<tr>
<td>Petite Pies</td>
<td>Ron Smith</td>
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<tr>
<td>Crystal Cordial Set</td>
<td>Coover Shiffer</td>
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<tr>
<td>Blue Tooth Speaker</td>
<td>Lucy Ruzzio</td>
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</tbody>
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*Do You Remember ..............................*
After 3-Year Closure

Goodyear Buys Plant in 1949

by Dave Bristow

(Editor's Note: This is the final story in a four-part series about the history of Goodyear Aerospace.)

The end of WWII saw a rapid decrease in defense production, and many industrial plants closed all over the country. The Goodyear Aircraft Corporation plant in Arizona was one of those to close.

Since it was financed and built by the Defense Plant Corporation, all of the properties reverted to them. The last of the wartime employees left the plant in early 1946.

Machinery was sold and the buildings stood empty, except for the many spiders who found a place to live, undisturbed.

On January 20, 1949, a public auction was held in front of the plant administration building. A representative from Goodyear Tire and Rubber Company was present and submitted a bid of $475,000 for the 108 acres and 26 existing buildings. As fortune would have it, the only other bidder defaulted in the terms of the auction and Goodyear became owner of the property.

A cleanup crew was sent in immediately to clear out the spider webs, dust and debris left from three years of neglect. The first building to be cleared out was the large modification hangar. One month from the day of the auction, the first two hourly workers reported for work and production of blimp envelopes began.

The next 19 months were spent refurbishing the remainder of the buildings and manufacturing airship envelopes. Then in September, 1950, part of the plastics operation was transferred from Akron to Arizona. One month later, production was started on clear plastic nose bubbles for Boeing B-50 bombers.

Production activity picked up in November of 1950 with contracts to manufacture canopies for Lockheed F-94 fighters and radar towers for General Electric.

Other contracts came in rapidly. Tow targets, radomes, canopies, windows and windshields were among those early products that helped establish the division among the leaders in airborne plastics and transparent products.

1951 was a bonanza year for the Arizona Division. Several large projects were started, beginning with the establishment of an aerophysics research and electronics department. One of the major endeavors of this group was laboratory development and flight test of a system called ATRAN. Basic research and design was done at Akron, but advanced development and flight testing required good climate and terrain characteristics found in Arizona.

A flight test program required aircraft, and since ATRAN was being developed for the Air Force, two T-33 trainers and a B-26 bomber were furnished by Wright-Patterson Air Force Base. Also loaned by the Air Force was all of the required ground support and maintenance equipment.

In a few short months, the T-33s were modified to carry a strange looking nose section which contained the ATRAN system. ATRAN eventually became the guidance package for the TM-61 Matador and the TM-76 Mace missiles. After development and flight testing, GAC in Akron produced the system.

Another program started in 1951 was to last for several years. A contract to build wing and empennage sections for the T-28 trainers was started in May.

1951 was also nearly disastrous for
Goodyear Aircraft in Arizona. Heavy rains hit the state in August, and flooding cost thousands of dollars in damage and lost production. When the mud and debris were cleared, it was business as usual, and many projects and programs were continued with added effort.

Over the ensuing years, GACA was involved in many research and development efforts, many of which culminated in production contracts.

Plastics designed and built radomes, cockpit canopies, windows, windshields and other transparent enclosures for aircraft and automobiles.

Fuel tanks for aircraft, such as the Convair B-36 and the Boeing KC-97, were manufactured at the Arizona Division. Helicopter fuel tanks were developed to help ensure the safety of military pilots. There were even study projects for small plastic recreational boats and starting platforms for competitive swimmers.

Structural design included radar towers, missile transporters and launchers and aircraft airframe components.

After the ATRAN program, electronics programs grew by leaps and bounds. A project called "Quickcheck" put Goodyear in the side-looking radar business.

From that came the APQ-102A, originally developed for the RF-4C aircraft and later used by NASA. This led to GEMS radar used for natural resources mapping, UPD-6 radar used by the West German government, UPD-4 radar used by the U.S. military and many other reconnaissance and mapping radar systems.

These systems require correlation and advanced film processing techniques, using digital and laser technology. The Arizona Division pioneered and now excels in these fields.

To emphasize its place in the aircraft and space industry, the name was changed from Goodyear Aircraft Corporation to Goodyear Aerospace Corporation in 1963.

GACA equipment is used by NASA in its LANDSAT satellite program. Images beamed down from the satellite are processed in GACA recorders.

In addition to research and development programs, production contracts for GACA side-looking radar systems are proving to be the mainstay of company business. More than 500 systems have been built for domestic and foreign customers.