**NEXT PICNIC EVENT**

NOVEMBER PICNIC

WEDNESDAY
NOVEMBER 20, 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

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**Pioneer calendar 2019**

> March 20 (Wed) // Pioneer hosted picnic lunch at Rio Vista Park (Peoria)
> April 17 (Wed) // Dave’s Bar-B-Que at Rio Vista Park (Peoria)
> Oct 16 Wed // Pioneer hosted lunch at Rio Vista Park; and trying to get an LM person from the facility to come give us an update
> Nov 20 Wed // picnic lunch at Rio Vista Park; catered – “Octoberfest” in Nov
> Dec 11 Wed // Christmas lunch at Pebble Creek

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**Members – Come On Out!!!**
We do hope you plan to attend as many of our functions as you can. Classic Caterers has a 50 person minimum for our Nov picnic; so please come on out and grab another LM person on the way. Let us know of other retirees that we can add to our mailing list. All of our newsletters and picnic announcements are also available at the following website: http://wingfootstories.wordpress.com/pioneer-club-news/

**Upcoming Picnics / Lunches**

**Nov 2019 “Octoberfest” Luncheon Information -- Classic Catering**

**Wednesday, Nov 20, 2019**. Social hour begins at 10:30.

The picnic luncheon will be held at Peoria’s Rio Vista Park, Ramada #9. 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). Look for our Pioneer Club banner.

Lunch will be provided by Classic Catering -- Brat & Kraut / Hoagie Rolls / German Potato Salad / Tossed Garden Salad w/ House Vinaigrette / German Chocolate Cake / water, sodas, coffee, & beer. The cost of the Luncheon is $15.00. Reservations may be made with Jeff Isenman jeffisenman@gmail.com, Cookie Morris jdthmrr@aol.com or any of your officers. Reservations must be made by Sunday night, Nov 17th, since a count must be turned into the Caterer on Monday morning.

**Dec 2019 Christmas Luncheon – Pebble Creek**

**Wednesday, Dec 11, 2019.**
Lunch provided by the Chianti Room – there will be menu choices and a no host bar. More info in the next newsletter.

**Pebble Creek Chianti Room Directions**
I-10 west to Estrella Pkwy (Pebble Creek) exit North // go north on N Pebble Creek Pkwy // turn left (West) on Clubhouse Dr (you will need to pass the gate; all guests names will be on the list; tell guard you are there for Pioneer Club Lunch) // Chianti Room is in the Tuscany Falls Clubhouse – 16222 Clubhouse Dr -- about 1.2 miles past the gate Here’s a link to a map http://www.mapquest.com/us/arizona/business-goodyear/pebblecreek-community-289212471

**October 2019 Picnic Highlights**

The Pioneer hosted October picnic lunch was greeted with great weather; not too warm. We had a good turnout with 55 attending. Thanks to Pete and Karol for taking care of all of our lunch goodies. We were fortunate to have John Weaver from the Goodyear facility to give us an update on the operation. The big news is that …………….
LOCKHEED MARTIN TO CLOSE THE GOODYEAR FACILITY

As we knew, some years ago, the Goodyear folks were reorganized under the radar group in Syracuse, NY. The Syracuse managers were in Goodyear for some regular reviews, but John knew something was up when all the HR folks showed up with them. Details are still being worked out with more information to come, but John told us what he knew so far. All the radar and other ongoing program activity will be relocated to Syracuse by the end of March 2020. There will be some permanent and some temporary personnel relocations – details still to be worked. Flight Operations will be relocated by the end of January. It’s not known yet where they are going, but Fort Worth, TX or Palmdale, CA are currently the most likely candidates.

John also gave us an update on current program activity. Several programs are still ongoing with continued support, maintenance, and some upgrades. TRACER (FOPEN program) is still operating in South America; the customer is likely to ask for 2-3 additional systems with spares and support. ARL (US Army MTI program) is still operating in South Korea; John indicated that the customer is likely to ask for 2-3 more systems, spares, and support. Defender is still ongoing; again, a couple of additional systems with spares and support are likely to come. There is also a processor development program that is continuing and is showing more promise to turn into something bigger. There are currently about 30-35 folks supporting the radar work, but only a few are likely to relocate. We’ll provide more details as we get them.

Some pics from the October picnic.
Prize Drawing Winners  ---  Oct 2019

<table>
<thead>
<tr>
<th>Door Prize</th>
<th>Winner</th>
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</thead>
<tbody>
<tr>
<td>Chic-Fil-A $10 Gift Card</td>
<td>Carol Bortz</td>
</tr>
<tr>
<td>Whattaburger $15 Gift Card</td>
<td>Carl Rizza</td>
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<tr>
<td>Chic-Fil-A $10 Gift Card</td>
<td>Stan Rogers</td>
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<td>Whattaburger $15 Gift Card</td>
<td>Ed Hawkins</td>
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<tr>
<td>Beer Freeze Cups</td>
<td>Paul Smith</td>
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<tr>
<td>Tumbler</td>
<td>Charlie Custer</td>
</tr>
<tr>
<td>Thermos</td>
<td>Kim Sheen</td>
</tr>
<tr>
<td>Potato Salad</td>
<td>Dave Craytor</td>
</tr>
</tbody>
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**LM IN THE NEWS**

**This is courtesy of the Palmdale retiree group. (from the past)**

**Sea Shadow (IX-529)**

Sea Shadow was an experimental stealth ship built by Lockheed for the United States Navy to determine how a low radar profile might be achieved and to test high stability hull configurations. Sea Shadow had a SWATH (small-waterplane-area twin hull) design. Below the water were submerged twin hulls, each with a propeller, aft stabilizer, and inboard hydrofoil. The SWATH design helped the ship remain stable in rough water up to sea state 6 (wave height of 18 feet) Sea Shadow was revealed to the public in 1993 and scrapped in 2012.

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**Lockheed Martin Profit Climbs, Lower Cash Flow Seen for 2020**

The company raised its estimate for 2019 earnings as third quarter profit climbed 9.2% amid improved sales of F-35 fighter jets, but forecast a lower cash flow for next year, Reuters reported. Net income rose to $1.61 billion, or $5.66 per share, in the third quarter ended September 29, from $1.47 billion, or $5.14 per share, a year earlier. Net sales rose to $15.17 billion from $14.32 billion. Lockheed Martin estimated 2020 cash flow of $7.2 billion, lower than its 2019 year-end estimate of $7.6 billion. The company raised its profit estimate for 2019 by 1.9% to $21.55 per share from $21.15, the high point of a previous guidance, amid improved performance in its Aeronautics business. It said 2020 sales would climb 5% to $62 billion from an estimated $59.1 billion at the end of 2019. The results were “impressive” and driven by better operations, while the guidance was “conservative, as expected,” Jefferies analyst Sheila Kahyaoglu said. Business unit profit margins in 2020 were estimated to be between a range of 10.5% and 10.8%, lower than the 11.2% margin so far this year. During the third quarter, sales in Lockheed Martin’s Space unit were up 5% compared to the same period last year,
but the 11.5% profit margin was unchanged. Quarterly sales in the Missiles and Fire Control unit grew 14% to $2.6 billion. The Aeronautics unit, which makes the F-35, delivered 28 of the jets in the quarter, compared with 20 a year earlier.
And ...... Some news from the Goodyear past (circa 1982 Wingfoot Clan)
A little Goodyear history.

After 3-Year Closure

Goodyear Buys Plant

by Dave Bristow
(Editer'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
aerodynamics 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-33s 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
RADAR GUIDANCE – The nose section of this MACE missile contained ATRAN, the guidance and navigation system developed at GACA in the early 1950s.
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.

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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.

Other production programs have proved equally as prolific. Mobile shelters sold to customers number more than 1,500 units. Canopies and windshields have been produced in countless quantities at GACA since the plant reopened. Wing structures, aircraft empennages and landing gear doors were a mainstay in GACA shops until the early 1970s.

The success of these and other programs at GACA has resulted in awards two years in a row from the Department of Defense for Quality Excellence, fitting tributes to the people who have contributed to the history of the company.