MR J BARTON 3021

NADC Reflector

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# Party Tips From Super Safety

**by Mike Masington**

Arnold Funguy, self styled jet-set swinger and connoisseur of vintage Ripple, T-Bird and other fine wines, was throwing his annual Christmas party. Anyone who was anyone in scenic, downtown Warminster was there including the scion of safe celebrations, Super Safety.

The Christmas cheer was flowing like a ruptured distilling vat as Arnie kept "forcing" drinks on his guests to lift their spirits (which if lifted any farther would require TACAN and radar).

Super watched the proceedings, knowing that problems would be developing shortly. Although he too was drinking, he quietly limited himself to one drink per hour. This he had learned was the amount of alcohol the average person could safely consume without impairing their ability to drive.

About 2:00 a.m. the party began to break up and the real fun began. Leroy Lush lurched toward the large, red door knob and gave it a hearty twist and yank. It was then he noticed that the doorknob had a pair of nostrils, and was in fact the nose of one Stanley Stoned. Stan, taking the incident in normal good humor, swung a lamp at Leroy's head and accidently knocked Mrs. Van Trashed into the nearby punchbowl. (Her entry was superb however, and she was awarded a 9.7, 9.8, 9.8, 9.6 by an impressed panel of judges).

At this point Super could stand no more and he quickly collared Funguy.

"Arnie, you can't let these people drive home this way," he shouted.

"Oh, they're fine, Supe," answered the barely ambulant Arnie, "you just worry too much."

Bobby Bombed was now attempting to crawl out the door since the altitude at standing level was more than he could take. Pointing him out, Super continued.

"You call that fine? Not only can't he drive, he can't even stand. In fact I'm surprised he can still breathe! Arnie, when you have a party you have a responsibility to your guests not only to provide a good time, but also to insure they get home safely."

"Pushing drinks on people may make them happy, but it also endangers their lives. If they do become drunk, you should do everything possible to make sure they don't attempt to drive. Have a sober friend give them a ride home, and they can pick up their cars the next day. Or call a cab for anyone unfit to drive."

"If they're really bad have them sleep over if necessary. Finally, about an hour before the party ends cut off the booze and start serving coffee. It won't sober your guests any faster, but at least they'll stop drinking, and it may help them to stay alert."

Seeing the error of his ways, Arnie started the coffee, got everyone back in the house and made preparations to have them taken home. Leroy and Stan mutually apologized. Bobby Bombed eventually regained the use of his legs, and Mrs. Van Trashed was awarded the Warminster Gold Medal for Free Style Punchbowl Diving.

# *Holiday Message*

Everyone's family is in their thoughts and hearts at this time of year. Some families are far away and others live around the corner. NADC in a sense is a family, a rather large one, but still a family. Our people, their dedication to the Center, the Navy and our country, make NADC an organization we can all be proud of. Your efforts in making NADC a recognized "Center of Excellence" are much appreciated. We thank you all for your service during the past year and wish you and your loved ones a safe and happy holiday.

James B. Anderson

R. A. Stample

# NADC Adds Its Expertise to New Trainer

**This Hawk aircraft is similar to what the U.S. Navy's new trainer will look like.**

The Navy is about to embark on a new phase in its pilots training program. A new training system which includes simulation, classroom material and a new aircraft has been selected by the Navy. NADC played an important role in leading and supporting the process that lead to the adoption of the McDonnell Douglas/British Aerospace Hawk. Al Spector, SD, heads the Center's effort on the Advanced Jet Training System or VTXTS.

For NADC, Spector explained, it started in 1975 when the Navy recognized the need for a new trainer to replace the T-2C and TA-4J aircraft. Since it was known that the lead time from idea to reality is about 8 to 10 years and the aircraft at that time had about 11 years left of useful service life, an effort to combine the two aircraft was started. The T-2C at that time was used as the intermediate jet trainer. After mastery of the T-2C's characteristics a student would move up to the higher performance TA-4J. By trading off some traits from each aircraft a single trainer could satisfy the Navy's needs. This approach would save maintenance time, cut down on parts inventory, conserve fuel and allow the incorporation of new ideas for training.

Workshops were held at the Center to gather information from a number of commands. Mr. Spector stated that the Chief of the Training and Education Command, the Naval Air Training Command, the Naval Training Device Center and the Air Force all participated in design reviews. Using the information generated from the reviews, a preliminary design study was issued in 1976. "As a result of this study it was recognized that the problem was not so much the replacement of two aircraft, but the entire methodology of training had to be revised," Spector said.

At this point the program began to get large. The Naval Air Systems Command saw the need for complete training and restructuring and thus established an AIR Project Coordination Office (APC). More studies were done, resulting in a competitive contract for a preliminary system design. Six contractors were chosen to compete: McDonnell Douglas, General Dynamics, Northrop, LTV, British Aerospace and Dussalt/Dornier. At that time the APC was transferred to a Program Office at NAVAIR (PMA 273).

Next a conceptual design contract was let. A demonstration/validation proposal was submitted to initiate the pre-full scale development phase which included alternatives to produce the new training system by the 1987/88 time frame. At this point the competitors were narrowed down to just one McDonnell Douglas/British Aerospace.

NADC now is supporting NAVAIR in several areas related to the VTXTS. The Center helped evaluate energy saving aspects, costing of engines, software for the aircraft simulation and training, human factors and structural analysis. We also maintain a management information tracking system for all Navy activities involved in the training of pilots.

The airplane with all of its supporting software and equipment will become a common sight within the Navy community. NADC was there from the start and will be there the next time the Navy needs a new trainer.

# Remembering Pearl Harbor

**Center Commander, Captain James B. Anderson addresses Pearl Harbor survivors group on the deck of the USS Olympia.**

Address by
Captain James B. Anderson, USN
Commander, Naval Air Development Center
Pearl Harbor Survivors Association, Inc.
Liberty Bell Philadelphia, Chapter No. 1
On Board USS Olympia

In the months proceeding World War II, there were sweeping and violent changes taking place in the world: Nazi Germany was at war and well on its way toward conquering the entire European continent; Japan had developed a formidable war machine and was extending her influence in the Western Pacific. All the while, there were influential Americans vociferously advocating an isolationist policy for the United States. Although our industry had mobilized to a limited extent to support Lend Lease, the national sentiment was to stay out of it.

You may recall that in 1941 a congressional bill to continue the draft passed by only one vote. That one issue typified our mood at the time. Stay on the sidelines; don't get involved. In short, we were a house divided; we lacked resolve.

But forty years ago today, to this hour, we suddenly became involved. War came to us, like it or not.

News of the Japanese attack on Pearl Harbor travelled fast. Americans across the continent were shocked into reality. It was a day they would never forget. Nearly every American alive at the time can describe how he or she first heard the news. We marked the moment carefully, carving out a sort of mental souvenir, for instinctively, we each knew how much lives would be changed by what was happening in Hawaii.

The next days and weeks after the attack on Pearl saw a tremendous growth in the National Will . . . an overwhelming patriotic spirit and national resolve. President Roosevelt's famous "Day of Infamy" speech was over in six minutes and war was voted in less than an hour. "Remember Pearl Harbor" were the words that welded the country together and focused us on the single objective of unconditional surrender by the enemy. Young men volunteered for military service, factories mobilized for production of ships, tanks, planes, guns, and ammunition. Rosie the housewife became Rosie the Riveter in order to keep production lines open 24 hours per day and our combat troops supplied. Those days, months, and years were difficult for all of us, but we were sustained time and time again by the words, "Remember Pearl Harbor." And we won.

Even today, the belief in the ability of the American Will, that indominant American Spirit, to overcome any difficulty has its foundation in the example provided by men and women like you forty years ago—at Pearl.

As a Nation we have relied on that Will to see us through countless troubled times. It also provided the impetus to excell as exemplified in our space program.

Today, this country and its Navy face another challenge, requiring the same staunch display of National Will. We must rebuild our strength on the high seas.

In the words of the Secretary of the Navy, the Honorable John F. Lehman, our United States is an "island nation" in every sense but the geographic. We import and consume more raw materials than any other country on earth. On some of these materials, such as fossil products and certain metals, we are dangerously dependent. Fully a third of U.S. business profits are derived internationally. Of more than 40 allies all but two lie overseas. And over 90 percent of all of our trade must travel by sea. In other words, this means that the free use of the seas is absolutely vital to our existence: for resources, for commerce, for the resupply and reinforcement of our allies and our own forward-deployed forces, we must have access throughout the world's oceans. In spite of this, America has slowly allowed its Naval strength to deteriorate. Forty years ago the U.S. Navy had 819 ships. Fifteen years ago, we had over 900 ships with 24 aircraft carriers. Today we have a total of only 536 ships with only 12 deployable carriers. The Soviet Navy, on the other hand, has evolved during the same period of time from a small coastal defense force to a modern, bluewater, globally deployed Navy of 1700 ships. And for what purpose? They have no need for such a Navy to protect the livelihood of their relatively self-sufficient empire. The logical answer to that question is: the denial of access to the sea by others.

This condition seriously detracts from our ability to manage crises; it weakens confidence in the United States abroad; it endangers our friends and allies and it poses a danger to our own security as great as any we have faced since World War II.

But there is hope, for there seems now to be a new spirit—a resurgence of that National Will—demanding that our maritime posture again be appropriate to our status as a world power and leader. The Secretary of the Navy is planning a Fleet of 600 ships with 15 Battle Groups by 1989. The goal he has set is not parity, but control of the seas sufficient to maintain vital U.S. interests in the world.

Not long ago it seemed that we had forgotten the lessons of that terrible world war; that strength and readiness are the only real deterrents; that a strong Navy is as important today as it was in the past. Today, it is obvious that America has now recalled these important lessons. We are revitalizing. We are renewing our traditional American character. And we are again becoming strong and filled with resolve. We are remembering Pearl Harbor.

# Letter to Editor

While reading the November issue of the Reflector, I realized that there is some confusion in terms of the Federal Women's Program and Federally Employed Women. The article stated that the second annual Secretarial Workshop was a part of FEW week. In fact the week which included the workshop, films, a play and the Awareness Luncheon, was sponsored by the Federal Women's Program, a special emphasis program, located in the EEO Office (Equal Employment Opportunity), here at the Naval Air Development Center.

The women employed here are fortunate to have the FWP (Federal Women's Program) and FEW (Federally Employed Women) whose main interest is the advancement of women. I'd like to take this opportunity to salute both and to give you a little history of the relationship between the two groups.

The Federal Women's Program (FWP) seeks to enhance opportunities for the hiring, training, and promotion of women in every area of the Federal service. As an integral part of the overall Equal Employment Opportunity Program, it is administered by the Office of Personnel Management. Each Federal agency has an FWP manager, full time or collateral. In addition, many agencies have an FWP Committee. The Naval Air Development Center has a committee. The manager acts as the agency's contact point, source of information and advisor to the head of the agency on matters involving the employment of women. The FWP covers all civilian Federal employees, but there is no formal membership among Federal employees.

Federally Employed Women (FEW) is a private organization similar to the League of Women Voters, National Organization of Women (NOW) or the NAACP and is concerned with goals similar to those of the FWP. The organization has a specifically defined membership, a national governing board, and local chapters around the world. One joins FEW by paying dues. There is no conflict between FWP and FEW goals and objectives. Rather through team effort, achievement of mutual purposes will be facilitated. The FWP supports the general purposes of FEW aimed at actions to eliminate sex discrimination in employment in the Federal Sector.

Zinzinita L. King
Federal Women's Program Manager

# Corrections

The December Reflector article "Subs get help from NADC's Nav People" incorrectly identified the Directorate responsible for Navigation Research at NADC. That Directorate is CNTD. The work highlighted in the story is sponsored by the Strategic Systems Project Office, detachment C. And Captain Sinski, seen in the photo with Capt. Anderson is Master of the USNS Vanguard. Many apologies for these errors. Ed.

Naval Air Development Center

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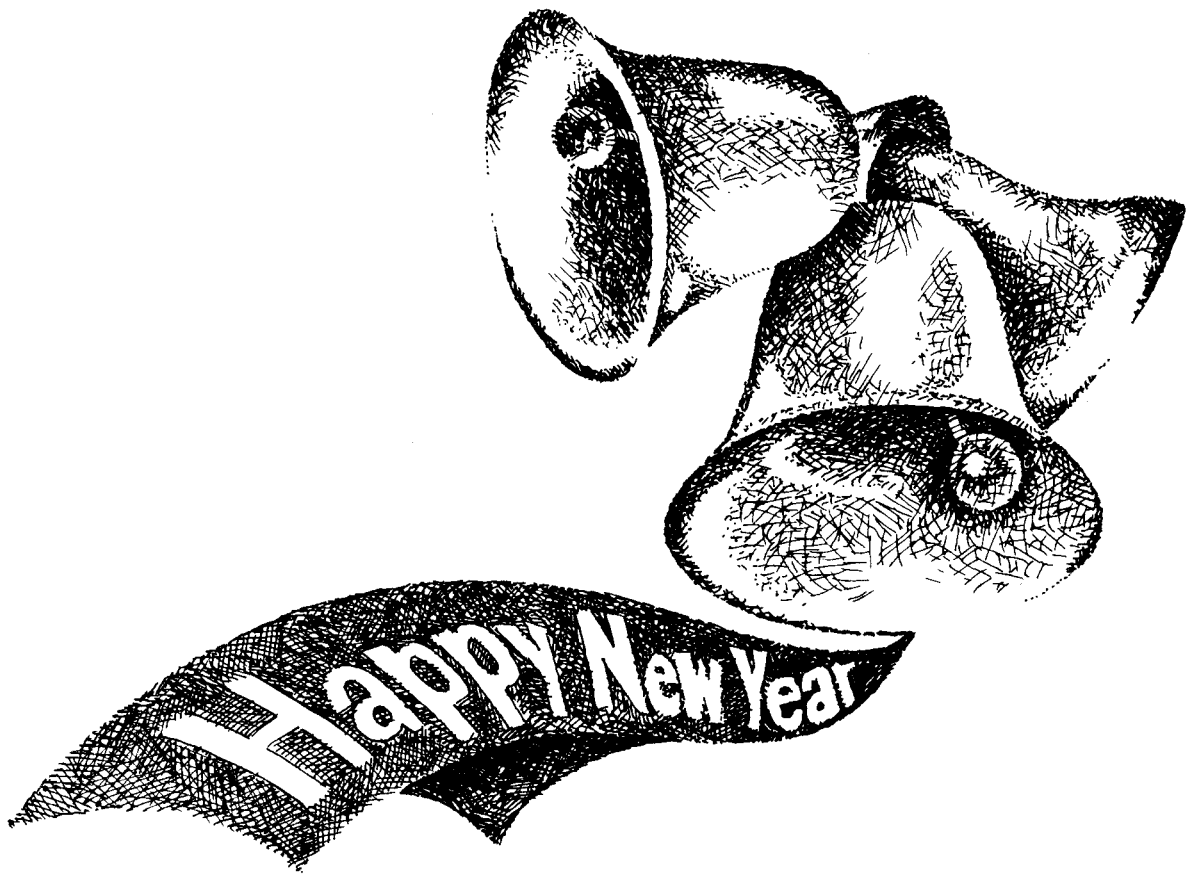


## Best Paper Awards

NADC people garnered two Best Paper awards recently. At a symposium for New Aircraft Technology held at Wright-Patterson Air Force Base in Ohio, over 400 attendees from the Navy and the Air Force heard 112 presentations on a variety of subjects. Topics that were covered included: Flight vehicles, weapons propulsion and life sciences. In the electronics category Greg Catrambone SATD received the Best Paper Award. For the Best Paper in the Materials area Len Buckley, T. Donnellan and R. Trabocco all of ACSTD won with their presentation on epoxy resin for composite repair.

# It's Cold Outside But You Can Still Run

**by Sylvia Wasylyk**

In case you haven't noticed, winter is here. With it comes cold and snow, and people tend to remain inside and eat big holiday meals rather than get out and exercise. I am hoping to remind some people who usually pursue the aforementioned activities that it is even more important to get out and exercise during the winter months. People in good physical condition can handle the cold better and are less susceptible to colds and flu. So please don't let the weather slow you down. You might want to consider some seasonal activities like skating and skiing, or increase your indoor activities by joining the "Y" or participating in a local parks and recreation or high school indoor open gym program. I'm sure that there are other indoor athletic endeavors that you would be interested in trying. But for those who plan to continue running, the remainder of this article is for you, compliments of Dannon Yogurt and LCDR White of Crew Systems. Have fun!

The onset of winter needn't bring a seasonal halt to a runners' enthusiasm or routines. Actually, it's easier for runners to protect themselves in cold weather than in hot, when heat and humidity reach certain levels that make running difficult or impossible. With some adjustments, running is possible even in the extremes of cold, wind, ice and snow.

Of course, when wearing 5-10 pounds of clothing and running on icy or snowy surfaces, one's pace may have to be adjusted (the added resistance more than compensates for the slower pace). You may have to adjust to running less frequently for a while. However, if you keep the following suggestions in mind, you shouldn't have any trouble.

1. Wear clothing in layers—you can always remove a layer if you get too warm. Also, experiment with different materials—wool works best because it "breathes" (the sweat is taken away from your body, but the material still keeps you warm).
2. If you plan a long run on a cold day when you would be wearing multi-layered clothing, it is advisable to lubricate yourself with petroleum jelly in those areas likely to rub.
3. The fingers and toes are areas with the smallest blood supply, so they must be protected. Gloves or old wool socks (or mittens in extreme conditions) work over the hands. In wet, snowy or extremely cold conditions, it may be advisable to wear two pairs of socks on your feet (if you can do so without causing blisters).
4. A significant (up to 40%) amount of body heat is lost through the head, so wear a stocking cap. In extremes of cold and/or wind, a ski mask may be used to keep the face and nose warm. Coating your face with petroleum jelly will also help keep this area warm and keep the skin from getting chapped and windburned.
5. How much to wear on the legs is a matter of preference, but never more than a pair of long underwear and a pair of sweat-pants (in addition to your regular running shorts) are needed.
6. Wear *dark* clothes to contrast against snow, unless you are running at night when you would wear *light* colored clothing.
7. Plan your runs so that you run into the wind during the beginning portions and with the wind behind you in the later portions. Otherwise, built-up sweat may cause you to become too cold when you turn into the wind.
8. Be extremely cautious of traffic on icy and snowy roads. Also, when running on snow try to pick areas which will not hide uneven terrain.
9. Let someone know where you are going and when you expect to return.
10. Keep in mind the wind chill chart which follows.

If you dress properly and are cautious in various weather conditions, running in winter can be as productive and enjoyable as during any other time of year.

### EQUIVALENT CHILL TEMPERATURES

| Wind (MPH) | Temperature (Fahrenheit) | | | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 40 | 35 | 30 | 25 | 20 | 15 | 10 | 5 | 0 | -5 | -10 | -15 | -20 | -25 | -30 | -35 | -40 | -45 | -50 | -55 | -60 |
| | Equivalent Chill Temperatures | | | | | | | | | | | | | | | | | | | | |
| 5 | 35 | 30 | 25 | 20 | 15 | 10 | 5 | 0 | -5 | -10 | -15 | -20 | -25 | -30 | -35 | -40 | -45 | -50 | -55 | -65 | -70 |
| 10 | 30 | 20 | 15 | 10 | 5 | 0 | -10 | -15 | -20 | -25 | -35 | -40 | -45 | -50 | -60 | -65 | -70 | -75 | -80 | -90 | -95 |
| 15 | 25 | 15 | 10 | 0 | -5 | -10 | -20 | -25 | -30 | -40 | -45 | -50 | -60 | -65 | -70 | -80 | -85 | -90 | -100 | -105 | -110 |
| 20 | 20 | 10 | 5 | 0 | -10 | -15 | -25 | -30 | -35 | -45 | -50 | -60 | -65 | -75 | -80 | -85 | -90 | -100 | -110 | -115 | -120 |
| 25 | 15 | 10 | 0 | -5 | -15 | -20 | -30 | -35 | -45 | -50 | -60 | -65 | -75 | -80 | -90 | -95 | -105 | -110 | -120 | -125 | -135 |
| 30 | 10 | 5 | 0 | -10 | -20 | -25 | -30 | -40 | -50 | -55 | -65 | -70 | -80 | -85 | -95 | -100 | -105 | -115 | -120 | -130 | -140 |
| 35 | 10 | 5 | -5 | -10 | -20 | -25 | -35 | -40 | -50 | -60 | -65 | -75 | -80 | -90 | -100 | -105 | -115 | -120 | -130 | -135 | -145 |
| 40* | 10 | 0 | -5 | -15 | -20 | -30 | -35 | -45 | -55 | -60 | -70 | -75 | -85 | -95 | -100 | -110 | -115 | -125 | -130 | -140 | -150 |
| | Little Danger | | | | | Increased Danger (Flesh may freeze within one minute) | | | | | | Great Danger (Flesh may freeze within 30 seconds) | | | | | | | | | |

*Winds above 40 MPH have little additional effect.

# Commander Salutes

Michael Herskovitz, ACSTD, Jackie R. Benner, and Ida Briggs, TSD, Tom Ames, PW, Tom Massey, SCD, Chris Taylor and Jim Nycum, ESG, all for their support during Energy Awareness Week.

Gerard Goulet, SCD, for his participation as Chairman of the EEO Committee.

Roland A. Bender, Edwin S. Gernant, Malcom I. Dickinson, Charles D. Pizzichello, Emil Garkav, Lawrence Coar, Gerald D. Toland, Terry A. Shepherd, and Michael V. Mele, all of SATD, for their outstanding performance in the development of Active Multiple Ping Sonobuoys.

Craig S. Jencks, PAR, for his briefing given at the Naval Postgraduate School.

Eugene R. Locuniak, TSD, Frank Drummond and Sidney J. Barber, Supply, all for their support given to the 1981 Technology and Business Opportunities Conference.

Arthur A. Krol, SATD, for his participation on the technical team that evaluated the ASPJ/CPMS.

Anthony Manno, ACSTD, for his presentation on Structures Repair given to the Joint Technical Coordinating Group on Aircraft Survivability.

Peter Santi, SATD, for his coordination of briefings given to the ASW Weapons and Fire Control Subcommittee.

William G. Seeman, ACSTD, for his participation in the Firebolt Critical Design Review.

All Center employees who assisted with the implementation of the Basic Performance Appraisal Program.

# Beni Suggs Total $2175

Robert P. Bollard, SATD, for suggestion titled "A Custom IC for the AN/SSQ-75 Sonobuoy". $1725 Award.

Rosemary H. Watts, Comp., for suggestion titled "Improved Sorting of Command Projects DWUPS Report". $425 Award.

Karen O. Byrd, Command Safety Office, titled "Fire Extinguisher Protector". $25 Award.

# *CFC Over the Top*

**Mack Cox presents a check from employees of Lockheed's office, for $350 to Captain Anderson on behalf of the CFC. This years total was $74,986.55. Ann Witt and CFC Chairman John Lane look on.**

**Haig Here! Secretary of State Alexander Haig stopped at the Center while he was on his way to receive the Freedoms Foundation award. Acting Chief Staff Officer CDR Corgnati greets him.**

# LDO Program Action

The LDO aviator program was established in 1980 to assist with the pilot shortage, enhance pilot production in the training command, and provide upward mobility for navy enlisted personnel. The success rate for the first group of flying LDO's has been excellent and the first graduates of the program are expected to be commissioned as LDO ensigns and receive their pilot wings in February/March 1982.

Candidates for this program must meet the following eligibility criteria:

A. Be a citizen of the United States.

B. Have completed at least four years of active duty as of 1 July 1981.

C. Be serving as a petty officer second class, petty officer first class, or chief petty officer (pay grades E-5 through E-7) on 1 July 1981. There is no time-in-grade requirement.

D. Be under 30 years of age as of 1 July 1981.

E. Have successfully completed at least 60 semester hours, or 90 quarter hours, at an accredited college or university or possess a service-accepted equivalent.

F. Have a minimum academic qualification test/flight aptitude rating (AQT/FAR) score of 3/5.

G. Meet the physical standards for candidates for flight training (student naval aviator). Academic qualification test/flight aptitude rating (AQT/FAR) examinations should be ordered by phone or message from commanding officer, naval aerospace medical institute, Code 111, Naval Air Station, Pensacola, Fl. Phone results should be directed to commercial (904) 452-2516/2187 or Autovon 922-2516/2187, when ordering exam, specify for LDO (aviator) program. Exams should be ordered, administered, and returned at the earliest practicable date to ensure the availability of the test scores prior to submission of individual applications.

Application deadline for this year's program has been extended to 24 December 1981. Eligible candidates will be considered by a selection board which will convene on 18 January 1982. The names of those selected will be promulgated by message.

# Data Exchanged

**by John DeMatteo**

The Fifteenth Joint Services Data Exchange for Inertial Systems was held at the Marriott Hotel in Philadelphia, PA on 17-19 November 1981. This location was selected with the express purpose of having the conference attendees tour the Navigation and associated facilities at the Naval Air Development Center. The conference attracts an international audience and as the name implies, is a forum for cooperative technology and information exchange amongst various government services, manufacturers, developers, consultants, airline and international agencies who compose the inertial equipment community. Inertial Navigation Systems (INS) are used to provide vehicles with position (latitude and longitude) velocity and attitude (heading, roll and pitch) information.

Each year the conference is sponsored by one of the participating DOD activities; Army, Navy or Air Force. This year it was the Navy's turn and the selected sponsor was NAVSEA 61Y3. As is the custom, industry acts as the co-sponsor and this function was provided by the Sperry Division, Sperry Corporation. The Naval Air Development Center served as the coordinating activity. In this role, the Public Affairs Office attended to the many administrative details and arrangements, related to the conference as well as the tours of this Center. The Communication Navigation Technology Directorate (Code 40) setup a Navigation display outside the conference room which included a video tape of Center's Navigation Programs and facilities.

This year's conference theme, "INS Challenges and Opportunities", was intended to stimulate the inertial equipment community to resolve present problems, meet future requirements and to share available opportunities as a result of technological improvements and breakthroughs being made. The conference was opened by the Chairman M. Novak of NAVSEA 61Y3. Consistent with the theme, the keynote speaker, CAPT William Nelson, HQ NAVSEA, who was introduced by CAPT R. A. Fidlar of NAVAIRDEVCEN, reviewed current fleet requirements and his projections into the future and challenged the navigation community to develop cheaper, accurate, rugged and easier to maintain inertial systems.

The format of the conference included four sessions consisting of formal technical presentations on new technology, general interest items, international subjects, and Navy, Army and Air Force requirements; and a formal workshop made up of mini-presentations and audience participation on specific problems. The major topics included: unconventional sensors, marine strapdown systems, land navigation, hybrid systems, life cycle costs and high accuracy systems. The INS requirements session was conducted by having an interchange between a representative speaker from the participating DOD speakers and a panel consisting of prominent contractors from the navigation community. Many interesting ideas were discussed such as renting versus buying inertial navigators and reliability improvement warranties (fixed price repair and support based on an agreed to Mean Time Between Failure of the inertial navigator equipment).

NADC provided a chairman to one of the four sessions and presented three technical papers. Tom Sanders, Deputy Director of CNTD, acted as chairman of the session on Marine and Missile Navigation Technology and papers presented by Code 402 personnel included: "Strapdown INS—Surface Ships and RLG Submarines" by Robert Hibbard, "Nuclear Magnetic Resonance Gyro Development" by Francis Karwacki and "Strapdown Accelerometers, INS Aircraft" by David Morris.

As noted above, the subjects were many and varied, however, it was generally agreed that major emphasis is being placed on the Ring Laser Gyro (RLG) Strapdown System on which NAVAIRDEVCEN has conducted pioneering research and development efforts for the last eight years.

The conference was concluded with a tour of the NAVAIRDEVCEN facilities including the Inertial Test Facility, Ships Motion Simulator Facility and the Human Centrifuge.

The conference was attended by approximately 180 people including representatives from France, Germany, Japan, Australia and England. It was generally agreed that the conference had been very successful and rewarding.

# Patent Infringement Makes News

In an unprecedented action, the United States Government is suing Telectronics Ltd. of Wisconsin for infringement of Navy-owned U.S. Patent which discloses a system for expediting the healing of bone fractures and bone defects. The patent has been exclusively licensed to Zimmer, U.S.A. Inc.

The patent in question covers an invention made in the early 1970's under a Navy contract with the Medical School of the University of Pennsylvania. It was licensed under a new program designed to give additional incentives to the private sector to develop commercial markets for inventions made primarily for governmental purposes. In consideration of the license, Zimmer incurred considerable expense in market development and in obtaining Food and Drug Administration approval.

The complaint filed in the suit alleges that Telectronics' willful infringement of the patent is undermining the Navy's commercial licensing program, and seeks an injunction and trebel damages.

According to Henry Hansen, NADC Patent Counsel, the Navy owns about 10,000 unexpired patents of which 75 have been licensed. Seven of the licenses are on inventions made by NADC employees and relate to anti-corrosive coatings and decal removers originally developed for use on naval aircraft.