NADC Reflector

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Yannuzzi and Brennan take new positions

Two major management changes have taken place on Center. After five years of guiding the Sensors and Avionics Technology Directorate (SATD), Edward Yannuzzi will now apply his management ability to the Software and Computer Directorate (SCD). Replacing Yannuzzi as head of SATD is Thomas Brennan who has just completed a one year assignment at Teledyne Corporation in California as part of the President's Commission on Executive Exchange and was previously our Associate Technical Director. The changes were effective September 15th.

Yannuzzi has mixed emotions about leaving SATD. "I feel I had about another year's effort to accomplish some organizational functions such as potentially upgrading some branch positions. The people in SATD have been doing an excellent technical job, a difficult thing to measure because of the many aspects of R&D in this directorate."

His management policy contains these elements: to set Directorate's direction with the participation of key directorate personnel; to delegate authority and responsibility to the lowest level; and to encourage communication in both directions by an open door policy. "I want the Directorate to be responsible and responsive to sponsors. I encourage exploration, i.e. taking risks in R&D development. I expect efficient performance from all personnel and reward top performers. The recognition of my people by the Center and sponsors speaks for itself."

"When I look at going to SCD, it is not new to me. When I was Chief Systems Engineer (March 1976 to July 1977), two of the divisions worked for me." As director of Command Projects (July 1977 to January 1981), Yannuzzi interacted substantially with SCD. "One advantage that I have is that I am respected in the DCP organization and since a good portion of SCD's work depends on interrelations with Command Projects, I hope to help out in that area." Yannuzzi intends to take the same operational policies that worked in SATD into the SCD organization.

Yannuzzi sees himself as having dual responsibilities: one is to the directorate and the other to the Center. "I would be naive to only look internally; if a directorate does not support the Center, its foundation becomes weak. As a director I need to look at the whole organization and make sure the people within my organization understand the directorate's role as part of the Center. In this way both the Directorate and the Center are strengthened.

Photo by Regina Gasuk

Edward Yannuzzi (left) and Thomas Brennan (right) discuss Brennan's transition into the Sensors and Avionics Technology Department.

The management philosophy which he feels has been very sucessful for him, is that power is not derived from the position, but from the people. "If the people feel you have their best interests at heart they will support you 110%. If the people feel you get the power from the position they will support you reluctantly. My management philosophy has not changed and I plan to take this philosophy to SCD."

Yannuzzi has a BS in Physics from Texas Western College plus additional graduate technical and management courses at the University of Pennsylvania.

Tom Brennan was Associate Technical Director from March 1982 to September 1984. Prior to that he was Director of the Planning, Assessment, Resources Directorate for a year. Brennan served as Associate Director for Air Vehicle Technology and has a substantial background in VSTOL.

The new assignment to SATD has pleased Brennan, "when the Commander and Technical Director informed me that SATD was to be my next assignment, my immediate reaction was to recall the many accomplishments and challenges that the directorate has historically achieved through the years. The quality and dedication of the SATD personnel to consistently place their products in the fleet has always been an impressive statistic and an endorsement of their talents."

The management style of Brennan and Yannuzzi do not differ too drastically from one another. Specifically Brennan endorses participative management with appropriate delegation down as far into the organization as possible. "I'd like to emphasize the continuation of realistic and measurable goals for the directorate, and the patience to achieve them. I want to make sure there is a genuine respect for the ideas of others and a free and open communications link up and down the organization chain."

Brennan noted that he had two primary management goals: "the first is to continue the eminence of SATD as the 'technical flagship' of the Navy in sensors technology. The second is to ensure the products that we do develop are both useful and used by the fleet."

"My recent year in industry has heightened my perspective and the need to think at the systems level. Accordingly, I will stress close interaction internally within NADC as well as with the Navy labs and industry. Unless we maintain a commitment to system excellence at the front end and specify it accordingly, then there will be some separation between the directorate goals and the

Continued on page 7

Hood — new Director Command Projects

Photo by Regina Gasuk

Captain John M. Hood

CAPT John M. Hood, 22-year Navy man, recently replaced CAPT Richard A. Fidlar as Director of Command Projects. Fidlar will remain on Center until his retirement in October.

Hood, scheduled to be here for two years, is not unfamiliar with the Center. In fact, he has dealt with the Center continuously over the past ten years. His exposure to NADC while LAMPS Deputy Program Manager for the Naval Air Systems Command (NAVAIR) from 1975 through 1979 and his tour with the Commander, Naval Air Pacific Fleet (COMNAVAIRPAC) from 1983 through 1985 provided valuable knowledge of Command Projects.

"I'm even more impressed with the quality of people (at the Center) than I was ten years ago. You have a technically competent civilian staff and some of the best military I've seen."

Hood is an aviator and holds a Bachelor of Science degree in Naval Science from the US Naval Academy and a Masters in Aeronautical Engineering from Naval Post Graduate School (NPGS). His first tour was from 1964—1967 Pacific Missile Range Facility Hawaiian area and then on to the NPGS in Monterey, CA from 1967—1969. He was stationed next at HS-11 from 1970—1972. From 1972—1975 Hood served as a test pilot at Patuxent River. A tour at NAVAIR as LAMPS MK III test director from 1975—1979 and then on to the Naval Air Rework Facility at Pensacola, FL in 1979—1983. Most recently he was stationed with COMNAVAIRPAC as aircraft programs and engineering officer.

Hood has no immediate plans to make any changes to the DCP organization. "For now I want to continue to implement our policies and support the fleet as best we can.

"My last tour at AIRPAC gave me an appreciation for dealing directly with the Fleet. I want to emphasize to my people to think of themselves on the receiving end of what we're shipping out. After all, some of us might be out in the fleet in the next year or two."

The rapid military turnover to be expected in Command Projects is also of concern to Hood. "I hope to replace my military with equally talented officers when the time comes," he said.

Hood, and his wife, Ginger have made their home in Chalfont, PA. Their 18 year old son, John, is attending the University of Florida while their 12 year old son, Tom, accompanied them. (MAB)

Command Corner

CAPT Edward J. Sturm
Center Commander

Robert S. Buffum
Technical Director

We, as a Center, wish to join the entire Navy in acknowledging the week of September 15th through 21st as National Hispanic Heritage Week. This year's theme is "a salute to youth." NADC currently employs thirty Hispanic employees—nineteen men and eleven women.

Although the Center's Human Resources Awareness Week highlighted the accomplishments of Hispanics as well as many other ethnic groups, we still would like to make special mention at this time of our pride in their work and in their heritage.

EDWARD J. STURM
Captain, USN
Commander

ROBERT S. BUFFUM
Technical Director

Air ASW Systems Review

RADM Wolkensdorfer at NADC

Photo by Regina Gasuk

RADM Daniel J. Wolkensdorfer (at the podium), Director of Anti-Submarine Warfare for CNO, visited NADC on August 7th and 8th to participate in an ASW Systems Review. Topics included ASW acoustic sensor development, signal processors and status of air ASW fixed and rotary wing platforms. The review was hosted by the Sensors and Avionics Technology Directorate.

DuHaime vividly recalls POW experience

by Paul Scelsi

It's hard enough trying to remember the name of a familiar face from the past you happen to come across on the street. Try recalling what happened to you 43 years ago! You're excused if you weren't born yet. If you can't remember, don't worry; few people can recollect things from decades past. Art DuHaime, a scientific and technical photographer for the Center's television studio, remembers 1942 like yesterday, because he was a prisoner of war.

DuHaime's memory and story are amazing. The events leading up to his captivity in the Japanese prison camps are on the tip of his tongue. Dates, times, and the number of American servicemen killed are readily and tragically recalled. It is a story unthinkable and unbearable for most; but it is not a story for DuHaime. It is his past.

It is February 4th, 1942, on board the USS HOUSTON, a heavy cruiser, 1,021 fellow Americans and DuHaime witness the elimination of four dozen of his fighting partners at the hands of the Japanese. Despite damage to the ship's artillery, the Admiral's orders are to stay at sea and prepare for future confrontations.

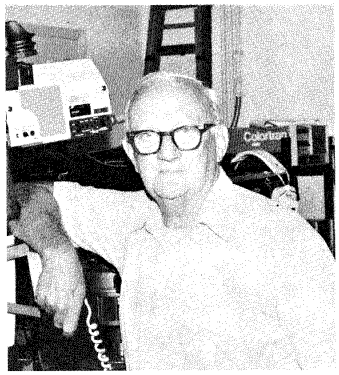

Photo by Regina Gasuk

Arthur DuHaime

Uncertainty and terror are DuHaime's constant companions each day throughout the month of February as are famous Japanese air raids.

The Dutch and British join forces with the USS HOUSTON on the 27th of February only to fall to the brutal Japanese.

At 11:30 the next night, the USS HOUSTON withstands several torpedo blows. DuHaime is on board watching fellow shipmates die.

At 25 minutes past midnight, the cruiser takes its fourth torpedo hit. The ship began sinking after the first and second strikes because those torpedos punch giant holes. Coupled with the torpedos, numerous shell bombings take their toll on the USS HOUSTON. It's a sad situation.

Finally, the Captain gives orders to abandon ship. He no sooner gives the orders than he is killed on the bridge where he spoke.

Of the original 1,070 crew members, only 360 are accounted for after that dreadful encounter with Japanese forces. They could all be found in Japanese prison camps, including DuHaime who will spend three and one-half years there.

At 6 a.m. each day, DuHaime reports to the iron mine or the steel mill and works for 12 to 14 hours. If he isn't cracking ore and stone, he's doing structural work to bridge frames.

Then one day an American B-29 aircraft comes down at a very low altitude just above the Japanese camp and drops barrels of food! DuHaime knows what is going on by now. A B-29 would never come down that low dropping food . . . it would be dropping something else. It marks the beginning of the end. There is food, laughter, but most of all, the feeling of freedom.

Eight days later the U.S. Army seizes the camp and DuHaime leaves with more life than ever before.

Back to the future . . . It is 1985 in the Center television studio and DuHaime talks about some of the events from 1942. It is over, but not completely.

"We always thought it was just a matter of time before we would be set free," DuHaime said. But the days became weeks and weeks became months. Medicine was nonexistent, comfort was impossible; yet DuHaime and his buddies carried on for close to four years.

Nothing was as pleasing to DuHaime as food from heaven or from a B-29 aircraft because prisoners of war received little food. "That was one of the biggest problems as a POW, the lack of food," DuHaime said recalling the days in camp when he weighed 96 pounds. But that all changed with the arrival of the B-29 aircraft. "We started routing through the food and eating so fast . . . we got sick. There was more food than we knew what to do with," he said.

"I was just so happy to be alive that I put aside my feelings of dislike for the Japanese," DuHaime said. "There were some Japanese soldiers I really wanted to finish off, because they were pretty bad. But once the war was over, that was the end."

There are horrors looming in DuHaime's mind that he desperately tries to block out. No one can understand except those who have been through it. That is why each year the remaining POW's who were once aboard the USS HOUSTON get together to share the common bond that was sewn in 1942.

DuHaime came to NADC in 1970 after 30 years of service in the U.S. Navy.

We can read this story and shake our heads and feel for him, but few really know what it was like on board the USS HOUSTON in 1942. We can't completely understand watching fellow Americans fall dead by the dozens. We weren't in the Japanese prison camps for 1,117 days. Life goes on in 1985 for DuHaime. For us the story ends here, for DuHaime some "indescribable" events linger in that sharp memory.

Editor's Note: The Reflector *thanks Art DuHaime for sharing his experiences as a POW. With this story Paul Scelsi completes his summer position in the Public Affairs Office. He returns to Temple University where he begins his senior year as a radio, television & film major.*

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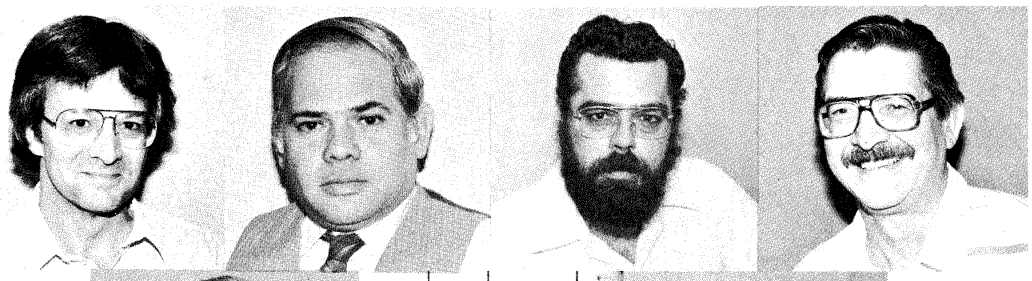
Meritorious Civilian Service Awards

Photos by Regina Gasuk



Top Row (l. to r.):
Dr. Lloyd Bobb
Stuart Simon
John Cunningham
Thomas Polaneczky

Bottom Row (l. to r.):
Stinson Swyers
Otto Kessler
Edward Cotilla

Dr. Lloyd Bobb

Dr. Lloyd C. Bobb, a senior technical specialist within the Sensors and Avionics Technology Directorate, was one of seven recipients of the Navy Meritorious Civilian Service award for the distinctive technical research he performs in remote magnetic sensing and fiber optic sensor technology. Dr. Bobb manages and performs exploratory research and development in the high risk payoff areas.

Bobb has been the key technical researcher of the Remote Magnetic Sensor (REMAS) program since 1980. He developed the program from an unfunded obscure concept to the highest priority/well-funded status it now enjoys. Since 1980 and parallel to the REMAS program, Bobb has performed extensive research and development in the area of optical fiber sensors and, in particular, optical fiber magnetic field sensors.

Attending Penn State University where Bobb received a Bachelor of Science in Physics in 1961. The following year he got his Master's in Physics from the University of Pennsylvania. He received his Ph.D. in Physics from Temple University.

Stuart Simon

Stuart Simon is the Deputy Director of the Planning, Assessment and Resources Directorate and has also been awarded for Meritorious Civilian Service for his outstanding contributions as an executive staff advisor in program analysis, coordination and assessment. Simon has been responsible for the timely and effective responses to the Center's efforts in the Commercial Activities program, Naval Research Advisory Committee, Naval Material Command and Director of Navy Labs plans and evaluations. His relations with the Office of the Secretary of Defense, Office of the Secretary of the Navy and congressional staff members, have contributed to improving the Center's image and performance.

Simon received his Bachelor's degree in electrical engineering from City College of New York in 1964 and his Master's in electrical engineering from New York University in 1970.

John Cunningham

John Cunningham, head of the Microwave Techniques Branch in the Sensors and Avionics Technology Directorate was honored for his outstanding efforts in the integration of electronic warfare (EW) systems and his technical contributions to other Navy and Department of Defense research and development activities.

Cunningham's Navy career spans 14 years during which he consistently made innovative contributions to the development of Navy EW systems. His reputation in the EW community is well known for his technical contributions to EW systems integration, the memory loader/verifier, the F/A-18(R) reconnaissance version of the F-18 aircraft, and the technology of antennas and EW in general. Cunningham is currently tasked with reviewing technical problems in development of a new AN/ALQ-165 jamming system and suggesting possible solutions.

Cunningham received his Bachelor's and Master's in electrical engineering from the University of Detroit.

Thomas Polaneczky

For more than 18 years, Tom Polaneczky has made outstanding contributions to the improvement of the Navy's Airborne Anti-Submarine Warfare Capability. Currently technical specialist and team leader in the Acoustics Development Division within the Sensors and Avionics Technology Directorate, his contributions to the AN/AQS-13F sonar development and testing, the DAQS/AQS-18, the Advanced Inner Zone Helicopter Sonar Concept Definition, the CV Helicopter program and Airborne Sonar technology in general are highly recognized and respected.

He recently completed, under extremely tight time constraints, the detailed technical evaluation of industry proposals for an Advanced Inner Zone Helicopter Sonar, and is currently leading an investigation into solar pulses characteristics to provide a means of reducing reverberation masking at low speed target dopplers.

Polaneczky is a graduate of LaSalle College with a degree in Physics. He has also completed graduate work in acoustics and sonar engineering at Pennsylvania State University.

Stinson Swyers

Stinson R. Swyers has more than 18 years of outstanding contributions to the development of naval airborne magnetic sensor systems and microwave radar technology. As a senior technical specialist in the Sensors and Avionics Technology Directorate, Swyers fills a key position in the research and development within the Laser/Magnetics Systems Branch business base. In the magnetics area, Swyers was responsible for the design, flight, testing and marketing of the next generation Magnetic Anomoly Detection (MAD) system.

Swyers received his Bachelor of Science, Electronics from the University of Scranton in 1966 and his Master of Engineering, Engineering Science from Pennsylvania State University in 1972.

Otto Kessler

Otto Kessler received the Meritorious Civilian Service award for contributions he made to the development of Navy search radar and other avionic systems during his 21-year Navy career. He is recognized as an expert radar technologist because of his technical contributions to ASW radar system development, the Multiple Avionics Sensors Synergism (MASS) program, and work in polarimetric radar and radar clutter experimentation. Kessler is an electrical engineer assigned as manager of the MASS program within the Sensors and Avionics Technology Directorate.

Kessler attended Lafayette College where he received a Bachelor of Science in electrical engineering in 1964. Two years later, he completed his Master's at the University of Michigan.

Edward Cotilla

Edward Cotilla received the Meritorious Civilian Service Award for more than 20 years of outstanding contributions to the development of naval airborne acoustic sensor systems and sonobuoy technology.

Cotilla, as a senior program manager within the Sensors and Avionics Technology Directorate, manages and performs exploratory research and development in the areas of acoustic sensor systems and sonobuoy technology. He is currently Program Manager of a high-priority Anti-Submarine Warfare (ASW) system development program and the Low-Cost Sonobuoy System (LCSS) that is intended for P-3C and S-3B ASW aircraft.

Cotilla received his Bachelor of Science in Mechanical Engineering from Drexel University in 1959.

Quality control is aviation safety watch dog

by JO2 Fred Dias

"We have an outstanding safety record," said Senior Chief Richard R. Barton, Ground Safety Officer at the Naval Air Development Center.

Barton said that in the last 10 years, the Center has logged more than 11,000 major accident-free hours in the various aircraft that operate out of here.

Throughout the Navy safety is a big factor, and that's especially true in aviation, where an accident can be a killer.

According to AT1 Tom Mathey, the Center's Aviation Maintenance Control Department is where safety begins through Quality Control . . . the Navy's built in safety system. NADC's Quality Control is a small, highly specialized group of inspectors experienced in various fields from electrical equipment to engine components.

Photo by JO2 Fred Dias

AD1 Rafael Medina checks for cracks on the P-3 propeller.

Mathey, a CH-53 helicopter inspector, explained that what he and his co-workers do is make certain that the work performed by maintenance and repair people is done according to safety standards.

Strictly an inspection team, Mathey and his crew determine that the completed work is done in accordance with maintenance regulations. The procedures he inspects range from replacing a light bulb to changing the main rotor head in the big CH-53 Sea Stallion.

Quality Control is the maintenance safety watch dog. "If it involves safety of flight, we are there while the work is being done and we also inspect the work after it's completed," Mathey said.

Safety does not stop after Quality Control inspects the aircraft. Both pilot and crew must go through a preflight inspection before taking the aircraft up. A close relationship must exist between pilot and crew to insure the inflight mission is safe.

Says Lieutenant Tom Bily, a P-3 pilot, "There's a great deal of necessary redundancy in a preflight for the P-3. You have your flight engineer who is your systems expert on the aircraft. He knows that airplane inside and out."

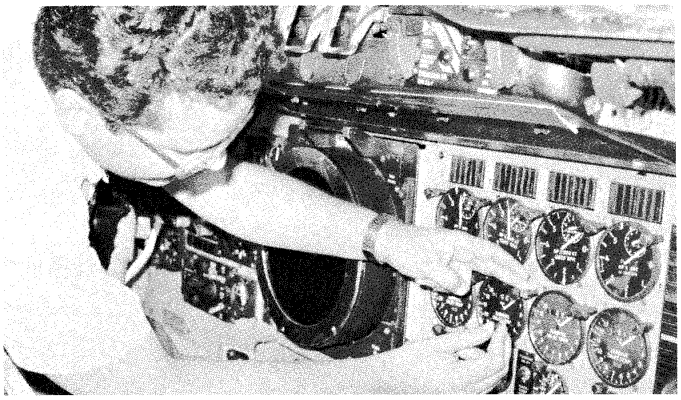


Photo by JO2 Fred Dias

AD1 Rafael Medina makes lighting adjustments to the P-3 instrument panel.

The flight engineer is normally the first crew member to go out to the aircraft, checking every system. The pilot is next to check the aircraft. Both pilot and flight engineer checks include: radios, navigation aids and all electronic equipment, (making sure that equipment is secured). They also check for possible fluid leaks.

There are two types of aircraft maintenance and repair: daily and after flight problems. Except for emergency problems, when a pilot and crew experience a breakdown or equipment failure, a report is submitted to Maintenance Control, which, in turn, assigns the job to the particular shop specializing in repairing the problem.

According to AE2 Steven Cudworth of the Electrical Shop, "Usually when a flight comes in, a person from each shop listens to the pilot and the flight engineer to see what problems they have."

Any problems are then noted and submitted to each shop. "We then see if we can duplicate the problem," Cudworth said. "Once we duplicate the problem, we can start trouble shooting." After the problem is repaired, a collateral duty inspector (CDI) checks it to see if it was done correctly. The CDI is also on hand

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VIEWPOINT

Photos by Regina Gasuk

This month's question is: What do you like best about the Center?

"Flexi-time. I don't know how I could go back to regular hours. I flex to the fullest."
Gerry Pirrung, 3021

"The daily interaction with a large number of dedicated, bright, well educated people. We work in a rare environment — somewhat like dealing with only the top 10% of the class. All your answers better be correct."
Tom Shopple, 02

"It just happens to be close to my home and centrally located amidst a number of golf courses."
Denny Stiles, 0342

"VS Program parties."
Sharon Shaffer, ISS

"Leave, liberty, and the TGIFOT parties. Oh, and the good people I get to work with."
Bill Myers, 7032

"What I like best about NADC is the people; I have met and gained lasting friendships with some of the nicest and most talented people around."
Kathy Montrey, 5001

"There are two good reasons why I like the Center. First, NADC is in my home state, which I've been away from for a number of years. Second, and more important, I enjoy working with the many fine people here. They have contributed greatly to the freedom we enjoy today."
AFCM Dale Cain
Command Master Chief

NADC Military Softball

Team finishes in top half of competition

by JO2 Fred Dias

The town of Earl is nestled in the eastern part of New Jersey, 50 miles southeast of New York City. It's perhaps in some of the prettiest countryside New Jersey can offer.

Earl is also home to the Naval Weapons Station (NWS), a quiet small base most of the year.

But once every year a part of that beautiful countryside becomes the battleground for sports gladiators from around the Northeast. For the fourth consecutive year, Earl was host for the Navy's Mid-Atlantic Regional Softball Tournament, August 23—25, (rain date - August 27th). Navy, Marine and Coast Guard stations from 18 major bases from New Jersey, Delaware, Pennsylvania and New York sent their best teams to compete for the top honor in double elimination competition.

The Naval Air Development Center sent their softball gladiators to do battle on some of the best softball diamonds in the Navy. Led by AD1 Joe Bretton and assistant manager LT Dave Gleisner, the NADC team entered 12 members in this year's tournament.

The managers drew numbers to see who they would play and on what field, at what time. NADC drew a bye to play the winner of the aircraft carrier Independence and the ammunition ship Suribachi. The "Indy" buried the Suribachi, setting up their second battle with NADC at 2:30 p.m.

The afternoon shadows were shrinking away from homeplate as NADC took the field. The aluminum totting gladiators pounded out two and a half scoreless innings. In the bottom of the second, NADC pushed across one run. At the end of three innings it was 3-2 NADC and at the end of four, it was 4-3 "Indy." The lead changed three more times with the "Indy" winning 8-6.

Saturday found NADC in the loser's bracket, but that changed fast. They pounded New York's Naval Support Activity team 14-3, then eliminated the Suribachi from the tourney with a 14-6 win.

That set up a possibility of playing in the final round, as NADC prepared to square off against the NWS Earl Rockets.

With the afternoon sun dancing between clouds, the two teams took the field at 1630 Saturday. Both teams came out hitting, kicking up a tremendous cloud of infield dust. First one team, then the other would "smoke it," scoring runs. When the dust settled, the Rockets won with an 11-7 decision.

NADC finished fifth among 12 teams. The final day of competition was held on Tuesday, August 27th at Naval Air Station Willow Grove. The three finalists were NAS Willow Grove, the aircraft carrier Independence and the Coast Guard from Governor's Island. Willow Grove is this year's Mid-Atlantic champs.

Photo by JO2 Fred Dias

The NADC Softball Team is: (from l to r) ADAN Craig Hoffman; AT1 Joe Barrera; HN Brian Ellison; AD1 Joe Bretton, AMH2 Kirt Lakin. (Back row, l to r) AMS1 Paul Walski; AT2 Santos Perez; AO2 Tony Leiggi; AO1 Barry Evitts; AD2 Rick Willers; LT Dave Gleisner and AD2 Rick Payne. Not pictured, AMH2 Charles Wade and LT Tom Klepper.

For NADC: on to more competition. The team members are: AD1 Joe Bretton, manager and first base; Lt. Dave Gleisner, assistant manager and right-center field; AMS1 Paul Walski, catcher; AD2 Rich Willers, third base; AT2 Santos Perez, second base; ADAN Craig Hoffman, first base/right-center field; AD3 Rick Payne, right field; AMH2 Kirk Lakin, catcher; AO2 Barry Evitts, left field; AO2 Tony Lieggi, pitcher; HMSN Brian Ellison, shortstop; AT1 Joe Barrera; catcher; AMH2 Charles Wade, pitcher and Lt. Tom Klepper, left-center field.

Photo by JO2 Fred Dias

AO1 Barry Evitts at first

Misfits become men's softball league champions

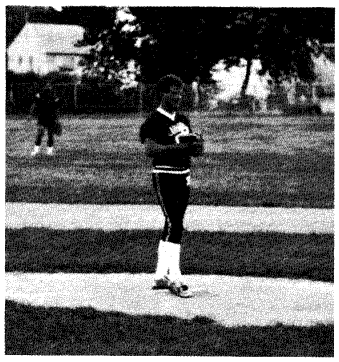


Photo by Cindy Detwieler

Misfits' pitcher Greg Heydet

by Charlie Destra

The Misfits, favored to win it all at the start of the season, are the 1985 Men's Softball League champions. They accomplished the feat in impressive style by sweeping the playoff competition in seven straight games and knocking off their toughest rival, the Guzzlers, in the final series.

The Misfits averaged 9.5 runs in the playoffs and were led once again by star player Greg Heydet, whose pitching was the key to their success. But the balanced Misfits got a lot of contributions from various players throughout the playoffs.

Heydet and company got off to a good start in their first series against the erratic Nightriders, winning easily, 19-5 and 17-0. Heydet was a one-man wrecking crew, smoking three home runs and driving in 14 men in the two games.

The dangerous Druids were next in line and the Misfits figured to be tested. Heydet tossed his second playoff shutout in the first game (4-0), and it looked as though the Misfits were ready to roll again.

But the Druids came up with one of their best games of the season in the next contest, only to lose in the 13th inning on a five-run Misfit explosion, 8-3.

The game was highlighted by several outstanding defensive players, particularly by Misfit player Chuck Lagrossa and Joel Wexler. Lagrossa made three diving stops at second base and Wexler made two great catches in the outfield. "Best defensive game I've ever seen," said Misfit manager Jim Kearney. Garry Morlock went five for seven in the series to lead the team offensively. And it was off to the finals once again for the Misfits—This time against the 13-3 Guzzlers.

The Guzzlers, considered by some to be the Misfits' equal, looked ready for the challenge. They beat two strong teams on their road to the final series—the Bearcats (3-7, 2-0, 4-1) and the Granfalloon (5-3, 4-1). Pitcher Ron Lang had been punching out opposing hitters and a tight, tense series was anticipated.

In the first game of the best-of-five series, the Misfits one-two punch of Mickey Rudock and Heydet socked homers to power the team to victory, 5-3. The latter was a three-run blast in the sixth inning that broke the backs of the Guzzlers and set the tone for the rest of the series.

The Guzzlers played aggressively in the second game but were foiled again, 8-4. Matt Brown stroked a bases-loaded triple in the third inning that sealed the win. Brown, who played with a severe muscle pull, led the Misfits offensively in the series, prompting manager Kearney to remark, "If I had to pick a series MVP, it would be him."

In the final game, the Misfits again played stellar defense to win, 5-4. Joe Tither's two-run double was the big blow.

Though the scores of the series were relatively close, it never appeared that the champions were in serious trouble. And when it was all said and done, Heydet fared slightly better on the mound than his counterpart, Lang.

Congratulations to the Misfits, whose march through post-season play was so convincing that little doubt was left as to which team is the best in the league.

Fred Kuster, manager of last year's champs, The 8th Inning, hands over the league championship trophy to Jim Kearney, manager of this year's winning team, the Misfits.

Photo by Cindy Detwieler

Worth Repeating

"A man never discloses his own character so clearly as when he describes another's."

—Jean Paul Richter (1763-1825), German writer

NADC Fall Football Preliminary Talent Review

by Craig Volker

Hi sports fans!

It's time for NADC fall football to begin, and here's a quick look at this year's teams:

Granfalloon:
Behind the strong arm of quarterback, Tom 'Elwood' Weiss, the Granfalloon, last year's regular season champs, look truly formidable. Matt Brown is one of the best receivers and defensive backs in the league. Their title hopes may hinge on whether or not Garth Torok can remember what day the games are played.

Blue:
The granddaddies of the league, the Blue, seem to just get better with age. Last year, they finished a close second behind the Granfalloon during the regular season, then beat them in a thriller in the championship game to win the league title. With a host of stand-out stars including Bobby Larr, Terry Houghton, Fred Kuster, Ron Kapusta, and John Santini, the Blue will be tough to beat.

Gang Green:
Gang Green, who tied for fourth last year, could be the surprise team of the league with the massive revamping it has undergone under the general managing genius of Jim Michell. The team now has six stand-outs from the Avenging Aardvarks (champions of the now defunct WFL (Wednesday Football League). These include, Jim Michell himself, one of the game's premier pass rushers, sure-handed Jerry O'Hara and Craig Elicker, the mild-mannered Joel Wexler, the dashing, debonnaire Craig Volker, and perhaps, most importantly, Dave 'Billy Kilmer' Dummeldinger. In addition, this team has one of the most promising rookie crops in years, headed by Norbert Reis, Jim Buggy, and Dave Jenkins.

Nads (Barking Spiders):
The Nads, who tied the Blue for second last year, will again be tough behind their quarterback, star defensive back, and coach Ken Koper. There are rumors of a name change within the organization. The BSers (short for Barking Spiders) may replace the noble Nads name at the beginning of the season.

Dragons:
Play-making mastermind, Bob Geyer, turned the Dragons into real contenders last season, and they should be even tougher this year. The team has been practicing hard in the pre-season and could surprise a lot of people.

Druids:
Veteran coach and newly-wed Dave Williams promises to have an exciting season, but I don't think he's talking about football. The lowly Druids, who were 1-6 last year, should improve this year, but after their dramatic 13 inning game vs. the Misfits in softball, they may be too tired to win the title, even with the talented, fleet feet of Frank Hollenbach, Dave Kammler, and Gary Chase on the squad. The additions of ex-Avenging Aardvark star Dean Mondelblatt and rookie Dave Whitenack should help the club considerably.

Renegades:
The Renegades who were best known for their beer-guzzling ability should do better than their 0-7 record of last year, despite the large, large gap left by Steve Bazow who promises to be on travel most of the season. Their tenacious defense, led by Kevin Birney, should keep them within striking distance during most of their games.

Lasers:
The newly-formed Lasers have a host of rookies. In an attempt to add some experience to the team, they have acquired aging veteran Mike Deshield whose most notable accomplishment last season was biting the author's head on an attempted block.

At press time, free-agent stars Joseph Wesley Cameron III and Quintin James still have not signed with any team. The team that wins the title may be the one which can land these stand-outs.

With a brand new team, five teams with the talent to win it all, and the other two who definitely won't be pushovers, this season promises to be one of the most exciting in years!

Let's play ball!!!

POP - UPS

Guzzlers — D. Gleisner, .558; J. Bowes and D. Tauras, .500; J. Bretton, .488 .
Renegades — S. Myrick, .500; J. Andujar and J. Toner, .423 .....
Pacer — D. Speidel, .500; T. Risbon, .490; R. Brodeen, .489 .....
Nightriders — J. DeValle, .473; M. Wagner, .465; N. Torres and C. Destra, .447 .....
Misfits — G. Heydet, .568 (tops in league); J. Wexler, .475; M. Rudocke, .444 .....
Granfalloon — M. James, .549; S. Torok, .484; G. Torok, .471 .....
.....
M. Rudock's (Misfits) 32 RBIs led league .....
The Nightrider's J. Cerkan had the most roundtrippers, 10 .....
And would it be blasphemy to suggest that anyone other than the Misfits' Greg Heydet was the league's most valuable player? .....
.....

And finally, the final season's standings:

	Regular Season	Including Playoffs
Misfits	14-2	21-2
Guzzlers	13-3	17-7
8th Inning	13-3	13-5
Devils	12-4	13-6
Granfalloon	12-4	14-7
Druids	11-5	13-7
Bearcats	9-7	10-9
Nightriders	8-8	8-10
Pacer	8-8	-
Renegades	5-11	-
Phantoms	3-13	-
Rebels	2-14	-
Agent Orange	2-14	-
Ballbusters	0-16	-

Last year's champs, the 8th Inning, disappointed in this year's playoffs by losing in the first round to the Druids. One of the reasons, however, was the loss of star pitcher, Bob Larr, during the series due to an injury .....
.....
The Nightriders and the 8th Inning were the only two playoff teams not to win a game .....
.....
The Pacer, the newest addition to the league, had a respectable first year and just missed the playoffs. They started out 2-6, then came on strong to finish 8-8 .....
.....
The end of the season is a time for statistics, so here goes: the Misfits had the league's best pitching staff, giving up only 3.81 runs per game. The Devils were next at 4.19, followed by the Guzzlers' 4.75 .....
.....
The Guzzlers scored the most runs during the season (12.6), followed by the Misfits (11.6) and Granfalloon (11.1). The Guzzlers were the only team to score over 200 runs (203) ...
.....
The most even team in the league was the Nightriders, scoring 8.4 runs per game and giving up 8.9 .....
.....
Agent Orange gave up the most runs (15.8) and scored the fewest (3.8) but they posted two wins .....
.....
The Ballbusters were the only team to go winless .....
.....

Many of the top hitter's regular season batting averages are listed:
Druids — D. Dummeldinger, .437; G. Groshner, .409; M. Kiernan, .385 ...
Agent Orange — J. Mitchell, .551; S. Kee, .522; J. O'Hara, .520 .....
Bearcats — C. Krausss, .471; J. Sniscak, .432; S. VanSant, .430 .....
Rebels — C. Volker, .400; M. Dawn, .378; D. Popeck, .373 .....

NADC Golf Champs

by Bill Achuff

A golf team representing NADC in the Northampton Industrial Golf League, consisting of 12 companies from the surrounding area, has won the Championship on Sun. 25 Aug. by winning over Drever Corp.

NADC team consists of: Capt. Bill Achuff, John Beckum, Walt Blizard, Dick James, Cliff Tierney and retirees Larry Dempsey, Ed DePalentino, Roy Fay, Walt Kenefic and John Vincent.

Congrats to NADC Team.

Sailor of the Quarter

AE2 Stephen F. Cudworth

by JO2 Fred Dias

Aviation Electrician's Mate Second Class Stephen F. Cudworth is Naval Air Development Center's Sailor of the Quarter for the second quarter (April to June 1985).

Cudworth works in the Electrical Shop of the Aircraft Maintenance Department. During the past quarter, as the only electrician trained on the MC-2 Compass Calibration Test Set, Cudworth continuously kept the calibration of two of the Center's and two project P-3 Orion aircraft in proper working order.

"You often worked double shifts of up to 15 and 18 hours without complaint. The impact of your outstanding efforts will help enhance worldwide fleet antisubmarine warfare capabilities for years to come," stated his citation, signed by the Center Commander, Captain Edward J. Sturm.

Cudworth was selected Sailor of the Quarter by the Chief Petty Officers of the Center.

Quality control — aviation safety

Continued from page 4

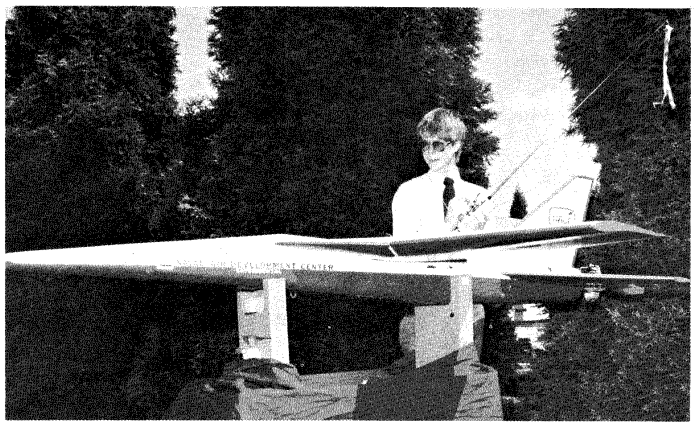
during the repair work to resolve any safety procedure questions.

AMS1 Dan Marchese of Quality Control, says the inspectors are in Quality Control because they have the experience and knowledge to detect anything that doesn't look right. This applies even if a plane is already scheduled to fly. They make recommendations to Maintenance Control when flight is not advisable. Maintenance Control is responsible for the final decision.

Safety is designed to save lives and equipment. A close relationship between pilot and the Maintenance Department guarantees that safety. As Senior Chief Barton sees it, "Supervision by our middle managers and the way Quality Control performs its duty, is the major reason for our outstanding safety record."

NADC devises expendable Remotely Piloted Vehicle

If this looks like one of those model airplanes you've seen flying around, you are almost right. This is an airplane of another kind because it has reconnaissance and real-time-video data link transmission capabilities. It is a special Remotely Piloted Vehicle (RPV), but unlike the larger, more expensive, high-flying platforms, this one, based on an NADC-devised concept, is expendable. With a four foot wing span and eight foot length, this craft, complete with fuel weighs a mere 40 pounds. When all the testing is completed and production of RPV's begins, the unit cost; complete with sensors, receivers and transmitter; will be much less than current RPV's.



Bob Bruce contemplates use of remote radio control transmitter when RPV is dismounted.

The aircraft was manufactured by Wing Manufacturing, a company that has a patent on cutting and pressure fitting styrofoam into aircraft molds. Wing Manufacturing modified their design for the Center's use. The RPV carries a maximum payload of 10 pounds and is powered by a two-cylinder, 4-1/2 HP, two-cycle engine fueled with a methane and oil mix. Its one gallon fuel capacity provides 1-1/2 hours of flight time. The fuel is stored in two fuselage and two wing tanks. The craft presently has two TV-type imaging sensors, but there are plans for multiple sensor capacity. The aircraft has one forward-looking video camera located in the nose and a vertical looking video camera in its belly. From the ground, the remote control operator is able to switch from one camera to the other. The data link is a half watt transmitter. The snap-in payload, located in the belly of the aircraft (10″x5″x2″) consists of the camera, antenna and transmitter. In the forward section is a camera and rechargeable battery pack. Center engineers are planning to increase flight duration with a four-cycle engine which will provide more power per volume of gas and longer range. Also an Artificial Intelligence (AI) pallet will be included to monitor and relay such information as airspeed, altitude, and fuel consumption as well as provide pre-programmed flight thus eliminating the need for radio control.

This RPV is easier to launch than other types that are larger and made of heavier materials such as aluminum. NADC's expendable RPV can be launched from the top of a truck, a small dolly, or a specially designed 28 foot catapult. Its "stealth" qualities give it an extremely low radar trace.

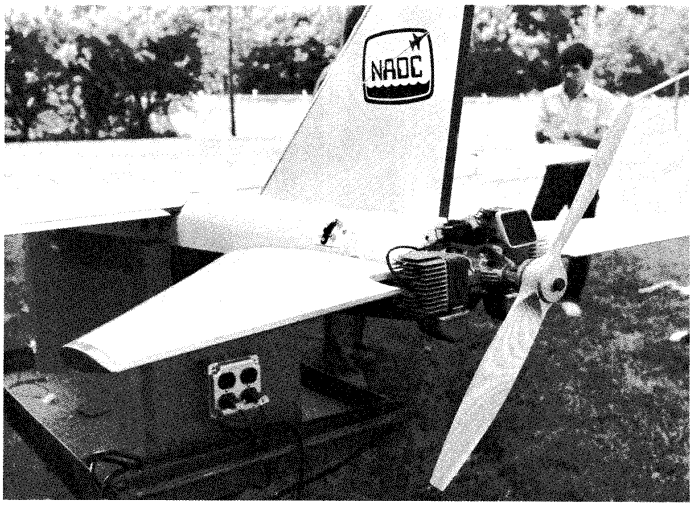
The FCC has allowed the Center to use one watt transmission on the radio control frequency of 72.4 MHZ providing a maximum distance of 2-1/2 miles. The FAA has approved flights within the perimeter of the airfield up to an altitude of 3,000 feet, but flights so far have only been 500 feet altitudes.

While it is obviously not a new technology, RPV's have been around since 1917, systems including sensors and airframes are decreasing in cost and weight, and becoming more stabilized. If an F-14 goes down, two pilots and a very expensive aircraft are lost. RPV's can do part of the reconnaissance job with no risk to human life. They can be sent Over-the-Horizon to perform battle-field assessment. NADC's RPV will perform reconnaissance work inexpensively. It can be repaired, but if not, it's expendable.

Left to right: Ken Koper, Center Commander Edward Sturm, Technical Director Robert Buffum, Paul Moser, Mike Mocenter, and Joe Kaszupski get a close look at NADC's low observable observation platform RPV.

NADC's RPV is a multi-directorate endeavor. Sensors and Avionics Technology Directorate personnel are responsible for the sensors while Computer Systems Technology Directorate do the AI development. Aircraft and Crew Systems Technology Directorate personnel are in charge of the airframe and Systems Directorate is performing some of the systems engineering. Communication and Navigation Technology Directorate is developing the data link, receiver and transmitter section.

After testing is completed at the Center, additional flight tests will be done at the Naval Air Engineering Center in Lakehurst, and Warren Grove. Further testing is expected to take place at the Naval Air Test Center, Patuxent River and possibly the Marine Air Station in El Torro, CA on the X-band system that will work in conjunction with the Marines' All Source Image Processor (ASIP).



RPV's 4.5 HP, 2-cylinder model A/C engine.

Yannuzzi and Brennan

Continued from page 1

Center's goals. My focus will be to ensure that this is held to a minimum."

Brennan is glad to be back at NADC. He noted that his view of the Center and the Navy as an industrial counterpart introduced refreshing new insights into our mission, operations and decision-making process. "In particular, the current on-going initiative aimed at planning our strategic future is not unlike similar efforts in industry aimed at firming relative priorities and directions for resource allocations, bid/no-bid, risk vs. investment decisions and other business parameters. Surely, we are at an exciting juncture in the history of NADC — the importance of the strategic planning process in formulating that history deserves our foremost attention and I look forward to the challenge of the planning and implementation. Likewise, I'm sure that the personnel in the directorate and across the Center will enjoy that participation."

Brennan received his Bachelor of Science degree in Aeronautical Engineering from Penn State University and a Master's degree from Princeton University. In addition, he has been the recipient of numerous professional, honorary and career awards throughout his 19 year tenure at the Center.

Do You Know?

Amount of Pasta consumed in the U.S. in 1979:
1.8 billion pounds
—enough spaghetti, macaroni and noodles to reach the moon and back 32 times

Percentage of all new cars bought in the United States which are purchased by women:
40

Percent of U.S. fresh fruit and produce that is discarded before it reaches the consumer:
20

Number of milligrams of caffeine in the average cup of coffee:
155

Commander Salutes

James Hardy, Daniel McCauley (Code 60): For time and effort devoted to a presentation at the Doyle Elementary School's Young Author Conference.

James Dunn, Gerald Ferguson, Theodore Trilling, Nelson Hall, David Schuck, Stephan Bozow, Michael Rankin (Code 30), **Jacob Eyth, Nancy Topping, LCDR L. David Mills, HM1 Walter Krasa** (Code 60), **Dennis Kiefer, Paul Edwards** (Code 81): For contributing time, support and expertise in the development and execution of the Bucks County High School Science Seminar.

Dr. John DeLuccia, Dr. Jeffrey Waldman, Charles New, Edward Deesing, Thomas Donnellan, Ronald Trabocco, Steven Thoman, Robert Mahorter, William Weist, Dr. Richard Paciy, Lee Biggs, Richard Lee, Vincent Novielli, Jacob Eyth, Nancy Topping (Code 60), **Patricia Wenclawiak** (Code 83): For significant contribution to the success of the American Society for Metals visit.

AD3 N. Watson, AD3 K. Brown, AE3 D. Nelson, AE3 P. Dunham, ADAN E. Holcroff (Code 82): For professionalism while representing the Navy during the American Legion's Memorial Day Parade.

AFCM Thomas Mazzone, AD1 Rafael Medina, AD2 Michele Williams, AD2 Daniel Fasci, AD3 Norman Watson, AD3 Jaime Jaromay, AD3 Kent Brown: For significant contribution to the readiness of VPU-2's aircraft is commendable.

LCDR William Mugg (Code 10): For dynamic leadership and outstanding performance while CV-ASWM Program Director.

LCDR Michael Dougherty (Code 10): For valuable assistance in the development of the CV-ASWM 4.1 Navy Training Plan.

Joseph Spodaryk (Code 02): For outstanding support to PMTRADE'S computer systems.

Albert Cavalieri, Edward Kenkelen (Code 60): For significant contribution to the Supersonic Low Altitude Target Program.

John Reeves, Donald Johnson, Renae Davis, Quintin James (Code 20), **Mark Gindele** (Code 10): For significant contribution to the CF/ASW Inner Zone Weapon System Source Selection Effort.

Steven Dunham (Code 40): For outstanding support provided to *NAVOCEANO* during recent sea trials.

Paul Benner (Code 60): For outstanding support leading to the success of the Independent Research and Development Review at Teledyne Ryan.

Robert Buffum (Code 01): For commendable efforts in assisting the Naval Surface Weapons Center as a panel member for the selection of two SES members.

Norman Ostroff, James Rachiele (Code 50): For informative briefing on the Enhanced Modular Signal Processor presented to the NAVSEA program office.

Joseph Spiecker (Code 20), **Donald Morway** (Code 40), **Aris Pasles** (Code 70), **Dottie Kirkpatrick** (Code 03), **Robert Clegg, Alexis DeLeon, Frank Drummond** (Code 80): For commendable service as a member of the NADC Food Services Board.

NADC gets waffled!

The Anchorage served waffles to NADC employees as a special treat on August 21st. These were no ordinary waffles. Besides being oversized, they could be piled high with a choice of flavored butters, strawberry, blueberry, cherry and maple syrups, mounds of fresh fruit, assorted nuts, coconut and whipped cream. Eleven hundred Center employees got waffled.

Photo by Regina Gasuk

Promotions

Mary C. Benhayon, Robert C. Birrane, Alan H. Blumenthal, Julieta E. Booz, Mark R. Breidenthall, Mary Ann Brett, Carlton B. Brown, Peter H. Cho, Jamie Clavell, Stephen P. Cloak, Michelle M. Costello, Eileen M. Craig, Vince J. Crusco, Stanley J. Czarnuszewicz, Richard H. Dalrymple, Theresa S. Dedominicis, Anthony T. Eng, Michael F. Faherty, Gary C. Feuer, Regina A. Gasuk, Mary Ellen Grady, Janettarose L. Greene, Dorothy P. Harner, Mary B. Hellings, Russell L. Johnson, Michael P. Jusczak, Robert F. Kennedy, Judith L. Koper, Kenneth T. Koper, Beverly E. Lazarus, Jeffrey L. Lytle, Linda B. Malloy, Lindsay G. Markus, Edward P. Monaghan, Jr., Kathleen T. Montrey, Carmel J. Owens, Kevin J. Parson, Billy Patterson, Jr., Scott D. Perry, Tina M. Polichetti, Diane Reiter, Betty A. Schultz, Andrew S. Schwartz, Howard D. Shectman, Sandra K. Sittig, Arthur P. Stevens, John J. Toner, Nancy J. Topping, Garth S. Torok, Andrew G. Valko, Maryann Vernot, Michelle M. Willis, Ying Wong.

Technical Highlights

DYNAMIC FLIGHT SIMULATOR

The conversion of the Center's Dynamic Flight Simulator (DFS) from the F-14A configuration to the F-14A+ with the F110-CE-400 engine is well underway. Installed engine data has been obtained from NAVAIR and dynamic characteristics from General Electric. Grumman Aircraft has furnished data on the installation and preliminary flight test results. The new configuration DFS is targeted to be on-line in the spring of 1986 prior to the official Navy flight test.

RLGN DEVELOPMENT MODEL

As part of the Ship and Submarine Navigation Block 6.2 Program at-sea test and evaluation of a Honeywell development model RLGN was completed aboard the USNS VANGUARD. The test results demonstrated the capability of a strapdown ring laser gyro navigation system to meet the new operational requirement for surface combatants. This program is currently scheduled for transition to the engineering development phase in FY86.

AUTOMATIC TRACK KEEPING SYSTEM

As a result of the highly successful evaluation of the HP1000 Navigation Computer based Automatic Track Keeping System aboard the USNS WYMAN in June 1985, NAVOCEANO requested an immediate implementation of this system on the AN/UYK-20 Navigation Computer aboard the USNS HESS. The Automatic Track Keeping System enables the ship to automatically steer a specified survey track in lieu of the previous capability of being able to only steer a specified heading. Within a 3-week period, NADC developed the required software, developed a dynamic ship's maneuver simulator and conducted the system capability designed to improve survey capabilities. In addition, new Secondary Sonar System Digitizer firmware and software designed to improve operations in high slope areas and at greater survey speeds were also delivered to the USNS HESS.

P-3C SYSTEM TEST PROGRAM

The latest improvement to the P-3C System Test Program, S4.4, produced by the NADC VP Fleet Software Support project successfully completed Navy Technical Evaluation at the NAVAIRTESTCEN. The System Test Program software is used on all versions of the P-3C aircraft to insure proper systems operation and continuity prior to flight.

ATA STUDIES

Engine - aircraft - mission - performance studies have been completed for an ATA powered by a F110-GE-400 engine.

Eastern States Championship held at NADC

Photos by Regina Gasuk

The Naval Air Development Center hosted the 38th Annual Eastern States Championship on August 25th. (Left) LT Reggie Prestwood presented the Centers award for Best U.S. Naval Aircraft. (Right) A control line contestant prepares his craft for competition as spectators watch.