

TRA's

No Name

GAZETTE

For Northrop Grumman & TRW legacy Retirees

VOL. XXII NO. 4

June 2010

New Photographic History of TRW Completed Helpers Needed For Future Projects

HAPPENINGS AT NORTHROP GRUMMAN

Northrop Grumman Corp. (NG)



By Frank Warren

LOS ANGELES, CA – NG conducted its annual shareholders meeting on Wednesday, May 19, 2010. The meeting, which includes a presentation by Wes Bush, Northrop Grumman chief executive officer and president, was webcast at www.northropgrumman.com.

Aerospace Systems Sector (NGAS)

- SAN DIEGO, CA — The U.S. Air Force has awarded NGAS a \$50 million firm fixed-price/cost plus fixed-fee contract to provide the Global Hawk unmanned aircraft program with an interim repair capability for its integrated sensor suite and the enhanced integrated sensor suite (EISS). The interim repair line, which will be separate from the current production line, will be located and operated at Raytheon Space and Airborne Systems (SAS) in El Segundo, CA. Raytheon SAS is partnered with NGAS to provide the EISS imaging system for the Global Hawk Block 20 and 30 systems.

Electronic Systems Sector (NGES)

- ROLLING MEADOWS, IL — NGES has been awarded a contract by the U.K. Ministry of Defence (MoD) to provide in-service support for Large Aircraft Infrared Countermeasures (LAIRCM) used by the U.K. Armed Forces in current operations. The \$152 million, three-year contract will include spares, repairs, logistic maintenance, engineering, sustainment and training.

The TRA Archives team has completed a great photographic history of TRW-Northrop Grumman from 1953 to 2009. The contents in this CD were selected by Bob Doll and Jack Williams from the thousands of records in the TRA archives, but the material in these files was sorted and indexed by the full TRA Archives team.

This Power Point presentation contains 93 pages of photos and facts, starting with this very early photo of Drs. Simon Ramo and Dean Wooldridge.



Drs. Dean Wooldridge & Simon Ramo; Aimee Joy, Secretary; and Frank Clement; in front of first Ramo-Wooldridge office in Westchester, CA., Sept., 1953.



An early photo of Space Park

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TRA for Northrop Grumman Retirees

TRA (The Retirees Association) welcomes the retirees of Northrop Grumman and TRW. The No Name Gazette is our official publication. Our offices are in Building E2 at Space Park

2010 OFFICERS

Bob Doll..... President
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 Budd Cohen Immediate Past President

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Darrell Ausherman, Bob Beach, Al Hausrath, Les Hromas, Rose Marie Keidel, Lee Leventhal, Bob Rupkey, and Betty Stover

The No Name Gazette is the official publication of TRA. It is published six to seven times a year,

Staff:

Al Hausrath, Editor.

Frank Warren, Contributing Editor

Tom Carroll, Kathy Hanken, Roger Harmon, Mary Holcomb, and Del Suarez, Photographers.

Lee Rathbone, and Karin Petersen, Copy Editors.

Contacting TRA

By Mail:

TRA, P.O. Box 1276, Redondo Beach, CA 90278

By Phone:

310-813-7745 (Our office is staffed only a few days a week. Please leave a message and we will get back to you.)

By Email:

TRA@tra-spacepark.org Your emails will be routed to the appropriate source. And, if we have your e-mail address on file, we send out special alerts to TRA members at infrequent intervals. To get on the TRA email list, just send us a brief email requesting to be added to it.

By Web Page:

Our web page is at www.tra-spacepark.org. It is an excellent source for the latest news, lists of the new retirees, travel details, party photos (more than get into the NNG), forms of all sorts, personal photographs, and much more. Log on and browse.

For Membership:

TRA Membership is open to all Northrop Grumman and TRW legacy retirees at \$7 per calendar year. First year free. Application on web page or call 310-813-7745 and leave a message.

NG/TRW Retiree Meetings Around the U.S.

GROUP	MEETING LOCATION	TIME & DATE	OTHER INFO	CONTACT
TRA	Bldg. S/1275b, Space Park	3rd Thurs. Monthly	Business Meeting 1:30 p.m.	No reservations needed. All Members Welcome
ATD	Alpine Village, Torrance, CA	11:40 a.m. 1st Monday in November	Social, Nostalgia and Lunch	Don Brown, Sandy Friedfeld, Bob Taylor 310-541-1917 or sandjol@aol.com
Brevard Retirees	Various Locations in Brevard, NC	1st Tues. 8 a.m. 3rd Tues. 5 p.m.	Social	Al & Daughn Connarn 828-884-4993 aconarn@yahoo.com
Central Coast Chapter	Various Locations in the Central Coast Area	Various days: call Zaiser for details	Social	George Zaiser 805-343-2631 gzais@msn.com
Huntsville Chapter	Call for Location (It's Complicated!)	2nd Tuesday 11:30 a.m.	Social	Jim Troy 256-534-7136 troys@comcast.net
Las Vegas	Various Locations in Las Vegas Metro Area	Last Tuesday 11:30 a.m.	Social	Carol Noblet 702-889-6773 fiftysumthn@aol.com
Northern Virginia	JR's Stockyard Inn, McLean, VA	3rd Friday 11:30 a.m.	Social	Bill Gehrke 703-759-0527 wgehrke@att.net
Ogden	Cracker Barrel Restaurant Layton, UT	1st Thursday Breakfast	Social	Fred Zeuthen 801-476-0656 fzeuthen@earthlink.net
San Bernardino	San Bernardino Golf Club		Social plus programs of interest	Joe Daruty 909-792-8022 jdaruty@aol.com
San Diego Chapter	Event Dependent	3rd Tuesday	Social or Board Meeting http://sandiego.tra-spacepark.org	Jim Denton 858-385-0150 JWDenton@sbcglobal.net
Temecula Valley	Crivello's Restaurant Wildomar, CA	Third Wednesday Lunch	Social	Maureen Locken 951-244-7654 maureen_locken@yahoo.com
The Mountain Folks	Various Locations in the Denver Area	First week of each quarter	"We do have fun!"	Carl Wikelman 303-693-0034 winkelman@att.net
TRIN	Community Room, WFCU Western Way, Torrance, CA	2nd Thursday 1:00 p.m.	Investment Info based on monthly newsletter reviews	Mike Pauls 310-379-2707 lmikep@earthlink.net
TRW Retirees of the Desert	Sloan's Steak House Indio, CA	Every Tuesday 1:00 p.m.	Social and Nostalgia trwdesertretirees.blogspot.com	Joe Clopton 760-342-8171 joeclopton@dc.rr.com
The Ventura County Romeos	Mimi's Thousand Oaks, CA	1st Tuesday 12:00 noon	Social	Fred Blaich 805-499-0012 harrison_stroud@hotmail.com

HAPPENINGS*Continued from Page 1*

- **WOODLAND HILLS, CA** — NGES has been selected by Raytheon Company to supply the inertial measurement solution for the Joint Precision Approach and Landing Systems (JPALS) Shipboard Reference program. Under this contract, NGES's Navigation Systems Division will deliver 18 LN-270 inertial navigation systems (INS) for the engineering and manufacturing development phase of the JPALS Increment 1A Shipboard Reference System (SRS). Future production orders are anticipated to be considerable. The first LN-270 unit will be delivered in early 2011. JPALS, designed and developed by Raytheon under a U.S. Navy contract, is an all-weather, all-mission, all-user landing system based on local area differential Global Positioning System (GPS). JPALS works with GPS to provide accurate, reliable, landing guidance for fixed and rotary wing aircraft and supports fixed-base, tactical, and shipboard applications. For the SRS, each JPALS-equipped ship will employ three Northrop Grumman fiber optic gyro-based LN-270 INS units to measure the ship's motion.

Information Systems Sector (NGIS)

- **RESTON, VA** — NGIS has been selected by the Centers for Medicare & Medicaid Services (CMS) to develop a National Level Repository for accurate electronic health record incentive payment processing transactions to healthcare professionals, agencies and institutions. The Health Information Technology for Economic and Clinical Health (HITECH) National Level Repository task order was awarded under the Enterprise System Development (ESD) indefinite delivery/indefinite quantity contract. NGIS was awarded the ESD contract in 2007. NGIS will design, develop, implement and maintain the data repository that supports the administration and incentive payment disbursements of Medicare and Medicaid programs to medical professionals, hospitals and other organizations.

Building S Offices Now Closed to Retirees

New security regulations at Space Park restrict access to Building S to just badged employees or others with a current security badge. The cafeteria and the adjacent Employees' Store at the lower level are still open to the public.

Important Contacts for Retirees**Northrop Grumman Benefits Center**

www.benefits.northropgrumman.com

Select "Retiree Connection"

Or by phone: 800-894-4194

Here you can get help on health benefits, pensions, savings, and to report a death. It's all voice activated, so just listen to the instructions and answer the first few questions to reach a representative.

Express Scripts (Rx)

www.express-scripts.com or 800-655-1971

Northrop Grumman Benefits Services

(Space Park) 800-537-7694 or

One Space Park, S/2451, Redondo Beach, CA 90278

MEMORIES: It's Hard to Forget

The NNG continues *Memories: It's Hard to Forget* with two more recollections involving TDRS 1. What unusual or surprising event happened during your career at TRW/NG that other retirees might enjoy? Write it up and send it to our editor at tra@tra-spacepark.org or to TRA, Attn NNG, P.O. Box 1276, Redondo Beach, CA 90278.

More on TDRS 1:

I worked on TDRS 1 in 1983 as Dick Loumeau's Admin. Asst. I remember when we "saved the satellite." The TRW engineers worked so long and hard. As a result, we received a "TDRS-A Recovery Mission 4-5 to 6-29-83" patch. There were "39 Steps to Geosync."

I also remember the monthly "Splitter Meetings" with Space Com and NASA which I helped coordinate, as well as the Customer Reviews. I was always busy delivering documents to the engineers and APMs for review. It was exciting to be a part of such a great program.

Dorothy (LaMare) Balla

And still more:

I was on assignment from Space Park to White Sands working the night shift when the booster spun out of control. In the middle of the night, VP Emery Reeves and a slew of brilliant TRW engineers came on site and brainstormed and accomplished the recovery mission. I even still have my plaque.

Marilyn Laden

TRW's Hybrid Car Episode

By Duane Spencer

Beginning in 1967, two of TRW's scientists, Dr. Neal Richardson and Dr. George Gelb studied various hybrid car drive systems. One configuration which employed a planetary gear train to apportion the tractive effort between an engine and electric system was modeled and extensively simulated on actual road driving cycles. Dr. George Gelb was selected as the Project Manager. Dr. Gelb contacted Baruch Berman to design and develop the electrical power system. In 1971, a patent entitled "A Power Train Using Multiple Power Sources" was issued with Berman, Gelb and Richardson as inventors.

TRW company money was allocated to build a prototype to be used for testing. Dr. Gelb went to Sandy Friedfeld's Mechanical Design Department looking for a designer knowledgeable in transmissions. Sandy pointed to me, and said, "He's your man. He drives Porsches and rebuilds engines and transaxles, and is currently racing a Porsche at Riverside."

Problems Facing the Team

Dr. Gelb laid out a plan of action and priorities and we were off! There were numerous problems facing development of a prototype – electrical machinery, controls, battery selection, etc. as well as two major mechanical stumbling blocks; that of the transmission and an engine with fuel injection.

The transmission had to handle the two drive systems that jointly power the car. And fuel injection was important for the electronic control of the gasoline engine, since it was important to demonstrate the "hybridized" engine could operate under lean carburetion to achieve better fuel economy and reduced emissions.

At that time, the only engine with electronic fuel injection was found in the Volkswagen Square Back, the type 3 station wagon. Since I knew many of the junkyards in the area, I got the job of finding an engine. After several dozen phone calls, I finally located a 1968 VW Square Back car, and bought the engine for \$850, an outrageous sum! It had about 7000 miles on the clock, and was rated at 65 horsepower from its 1600cc.

We purchased a 20 KW D.C. electric traction motor, and a 10 KW A.C. generator so I was now able to sit down and begin the design of the transmission. The

driving scenario was as follows: when you came out in the morning, the engine would be started and would begin to deliver its power to the transmission, which would automatically apportion to the electrical system and to the system's propeller shaft. The driver would control the flow of electrical energy to and from the batteries and a portion of the generator's output to control the driving torque at the transmissions output shaft. At 40 miles per hour, the transmission was controlled so that all engine output was sent to the propeller shaft with the traction motor adding or subtracting torque for propeller shaft control, and the engine was throttled up or down to maintain the batteries' charge. The system inherently employed regenerative braking; in the event the batteries were charged so they could not accept more energy, a braking resistor was used to dynamically brake the vehicle. Hydraulic brakes were also incorporated with the driver control system. We chose to use lead acid batteries, as they were the best choice at that time. As you can imagine it was a very complicated transmission!

The transmission was built in the M1 machine shop. We built the electrical control systems and test fixtures and installed the whole works in a test cell in the Inglewood Test Facility, which had a dynamometer and inertial wheels to simulate a variety of vehicle weights. Dr. Gelb and Mr. Berman, along with some very creative engineers and technicians played with the "bread boarded" system for several months, ultimately demonstrating good drivability and controllability, while showing a hybrid system could increase fuel economy by about 30% over contemporary cars of similar weight class, with substantially lower emissions.

Next came the TRW patent lawyers' need to demonstrate the system in an actual vehicle and road test it. Again Dr. Gelb called me and said, "Duane, find me a car that we can put this stuff into and drive it around as a Demo Vehicle. After a long discussion, we decided a Pontiac Tempest would be the easiest to implement. I found a 1963 Pontiac Tempest 2 door sedan in a junkyard, and we bought it. With the help of our very talented mechanical technician, Ernie Hoover, our dynamometer-based drive system was installed in place of the Pontiac engine and transmission.

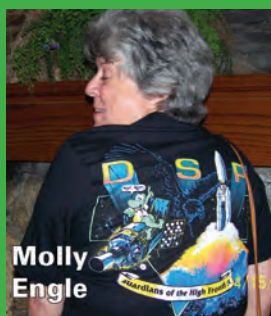
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THE ALICE LORD SPRING FLING

April 15, 2010



The Proud Bird Restaurant was again the site of TRA's Alice Lord Spring Fling. These photos by Mary Holcomb show some of the attendees at this annual event. To see all the photos, visit our web page at www.tra-spacepark.org.



THE ALICE LORD SPRING FLING

April 15, 2010



Susie Lipow

Flower



Barry Dunbridge

Pete Graf



Patrice Holman



Tony & Bok Janik



Faye & Ronald Kelley



Mary Coward & Donna Rieb



Bob Henrich



Linda & Nate Goode



Lois Doyle

Nancy Fredericksen

Sharon Boyer

Elva Reed



Fran Paxson

Astrid Gronwald



Betty & Bill Ryan



Rose & Don Eriksen

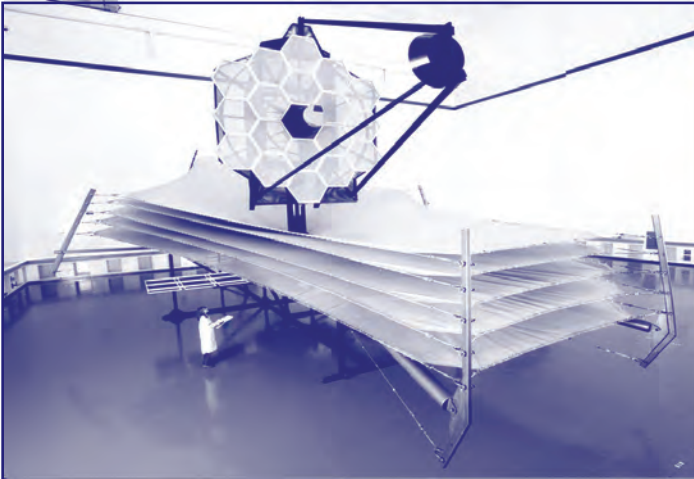


Kathy & Eddie Banales

Photo History of TRW/NG

Continued from Page 1

The photographic coverage begins with the Atlas ICBM program, includes most of our major satellites, and even includes one of the latest contracts, the massive James Web Space Telescope. Photos of our leaders from Ramo and Wooldridge up to Dave DiCarlo, Manager of the Space Systems Division are also included.



Full scale model of NGST's James Webb Space Telescope (JWST) with fully deployed sun shield and telescope elements. When launched in 2013, it will allow scientists to observe the formation of the early universe.

All TRA members will be receiving a copy of this CD along with the 2010 TRA Membership Directory. The mailing is planned for late summer.

TRA Needs Your Help

To make further reports of this nature, TRA Archives is looking for a few good people to help continuing indexing and filing the history of RW, STL, TRW and Northrop Grumman Space Systems Division. For the curious, this is an interesting volunteer opportunity to read interesting tidbits from the past and help organize them into files that others can access. The Archives Group meets every Wednesday morning in the TRA offices in Building E2 at Space Park in Redondo Beach, hours 9ish to noon. If interested, please contact Darrell Ausherman at:

By mail: TRA, Attn: Darrell Ausherman, P.O. Box 1276, Redondo Beach, CA 90278

By phone: Wednesday Mornings only: 310-813-7745

By email: TRA@tra-spacepark.org.

TRAv^{el} News

September 18, 2010

7 Day Canada and New England Discovery on ms Maasdam.

Boston, Bar Harbor, Halifax, Nova Scotia, Sydney, Nova Scotia, Charlottetown, Prince Edward Island, cruise Gulf of St. Lawrence, Quebec City, Montreal. From \$1,099 (inside) to \$1,349 (outside) to \$2,349 (veranda suite) ppdo. Other costs: fuel surcharge of up to \$9/day, taxes up to \$93.43, insurance and air. \$400 deposit per person ASAP. Refund ability varies. Please contact **Jay Seidman**, (818-343-5171) for more information.

For comments and/or suggestions, including specific destination, events or information, please contact Jay Seidman at 818-343-5171 or at jayandgerry@sbcglobal.net

IN MEMORIAM

Name	Date of Death
Robert Culhane	April 29, 2010
Vaughn E Denning	May 13, 2010
Hans F. Meissinger	February 12, 2008
Gerasim "Gary" Monafio	March 31, 2010
Herbert Okamura	January 28, 2009
Gary J. Olson	April 28, 2010
Hugh L. Seitz	April 22, 2010

The first step in notifying Northrop Grumman of a retiree's death is to call the Benefits Service Center at 800-894-4194. For many retirees, there is a Burial Benefit which will be paid to the beneficiary upon proper notification of death. However, due to privacy laws, the Benefits Center does NOT notify the TRA of the death.

If you know of a deceased retiree that should be included in the "In Memoriam" column in future NNGs, please submit the following by mail or e-mail to the TRA office: name of the deceased; date of death; and the name of the person submitting the information.

TRW's Hybrid Car

Continued from Page 4

Several engineers drove it around the old parking lot on the northwest corner of Aviation and Manhattan Beach boulevards. Properly witnessed, the Pontiac was scrapped and the hybrid system was re-installed on the dynamometer in the old Bldg. 67. Then, in conjunction with the TRW Automotive Group, management invited representatives from the major automobile companies to be briefed on the hybrid, which by this time had been renamed "Electromechanical Transmission" (EMT). Several representatives also came to Space Park to see the hardware. All were impressed with the EMT's performance. Both GM and Ford conducted their own in-house evaluations of the EMT and assessed the marketability of the hybrid. GM summarized their conclusions as such: if gasoline would ever reach 50 cents per gallon (1973 dollars) it might be cost competitive (paraphrased). But the bottom line was voiced by one of the GM VPs, "This is very interesting technology, but we will be building big block V-8 engines for the next 100 years."

Early in 2000, Toyota introduced the Prius, which like the EMT, uses a planetary gear power splitter, a generator and traction motor, together with an internal combustion engine and batteries. It's been a great success.

Everything in life is in the *Timing!* The TRW patent was allowed to expire.

Dr. David Gelb also contributed to this article.

New Members in April & May

We welcome the following new members who have joined TRA in April and May

Shirley B. Blessing	Woodland, CA
Judy L. Gates	Redondo Beach, CA
Wilber A. Imhoff	Laguna Niguel, CA
Robert M. Jones	Huntsville, AL
Constance Kekuewa	Honolulu, HI
Mary Ann Larson	Los Angeles, CA
Elaine McGauley	Manhattan Beach, CA
Stephen Staich	Redondo Beach, CA
Phyllis M. Stout	Peoria, IL

We hope these new members will send a note to us for the Mail Pouch, telling us a little about themselves and where they worked at Northrop Grumman. Send to tra@tra-spacepark.org or to TRA, P.O. Box 1276, Redondo Beach, CA 90278.

STILL MORE MAIL POUCH

Continued from Page 7

bunny, in 2006 she was chosen as the Outstanding Older Worker of Oregon. This earned her a trip to Washington, D.C. to meet the other winners of this award, from all 50 states and Puerto Rico. Now Mary is retired again. **I hope we can induce her to come back to Space Park and help out with the TRA Archives Group.** Ed♦♦♦Travel and cruises are fine, but the top enjoyment of 2009 for **Gary and Lois Barry** was the wedding of their son to a wonderful lady♦♦♦Jack Melcher finds life sweet in Canyon Lake, CA. He renewed his TRA membership for another five. *That may seem overly optimistic, but it worked last time*, his reasoning goes♦♦♦The thrill of aerospace engineering. **Russ Wilmot** spent 30 years at TRW, and another 17 with Orbital Sciences. Now, in Chandler AZ, he's finally enjoying retirement♦♦♦**Pearl Caldwell** is having a high time in the low country of South Carolina, specifically on Daniel Island in Charleston. She's actively involved in the art galleries and watercolor painting♦♦♦Some retirees have a sense that the clock is ticking too fast. But **Lindy Tomlinson** could really hear the tick-tocks. He owned the Hands of Time antique clock business in Redlands, CA. He also looks back on 20+ years at TRW♦♦♦Need a rest? The tourism industry suggests that a vacation is just the place to relax. **Tony and Bok Janik** reverse that. After a trip to St. George, UT, they came home to rest, and then headed over to Mesa, AZ for more vacation. *We love to lock-up and travel.* Tony had 21 years in the Army, and added 23 more working years in security at TRW♦♦♦If you don't succeed at first, keep trying. That's the motto of **Bob Brosky**. *I am the world's greatest unsuccessful author*, he admits. Now he's trying to change that. Book No. 4, "The World in a Jug," all about the Lore of New Orleans and Dixieland Jazz is about to hit the Amazon book shelves. Let's hope this one is a blockbuster!♦♦♦*All things considered, I am doing well*, writes **Morris Chester**. He quotes George Burns: "If I knew I would last this long, I would have taken better care of myself!"♦♦♦

Still lots more Mail Pouch in the next NNG. We've had more mail than we can cover in this issue.

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to Moscow♦♦♦Announcing the Redondo Beach running club. **Ken & Ginny Bohney, Dwight & June Moberg, Viv Nixon, Tory & Ruth Braswell, and Mary Elwell** meet each Saturday for a run/walk in the park. Dwight is the trailmeister♦♦♦87 year old **John DeVillier** renewed his TRA membership for 5 more years. *Five more years in Las Vegas is a good bet*, he reports from

there♦♦♦Far away from Las Vegas, in Dayton, NV (near Reno) are **James and Mary Harrison**. They enjoy golfing much of the year, *with a little fishing thrown in from time to time*♦♦♦Like many others, **Christine Kennedy** was devastated with the news of Dr. Mettler's death. Her last 7 years at TRW were spent with him in Century City. She lives in Willow Grove, PA, and would have liked to retire when he did *but he had more stamina than me*♦♦♦**Mike and Nancy Edwards** love their retirement life in Auburn, CA (NE of Sacramento), are celebrating the arrival of their first g'child, when not working as docents in the local museums♦♦♦The streets of Auburn, WA are a little safer. **Selden McCabe**, at 89, yielded to his kids and gave up driving. But he's still busy; published two books in '09♦♦♦Good planning! **Shirley and Ray Swanburg** call Hawthorne CA home but have 3 sons and 7 g'kids *scattered all over the U.S.* And with a wedding, college commencement, and Navy Boot Camp graduation, they get their travelling in. Fortunately one son is close by at USC, working on a doctorate♦♦♦No mention of snow, but **Dorothy (LaMare) Balla** does rave about living in Idaho. She worked on TDRSS, GWEN, GSS, and other projects. Contact her at flash@hiflash.com♦♦♦**Tom and Rose Tubbiola** are still in Huntington Beach. Tom plays golf on Mondays with **Rick Schlothauer and Bill Harms**, and caps off the week at Friday lunch with **Jack Dickert, George Gelb, Bill Larson and Jean Develet**, all retired TRWers♦♦♦The January Mail Pouch noted that **Art Williams** renewed for 5 more years. **Chuck Ulrick**, not to be outdone, matched this, then adds that he is having great fun; golf, boating, RVing, and *driving a mini Corvette in parades around NV*♦♦♦TDRS-1 still draws memories. **Lou Cowden** was the site manager for the White Sands Ground Terminal during the launch and rescue of TDRS-1. After leaving TRW, he was site manager for the operators of the TDRS system for NASA. He finally retired in the late 90s, but he and **Joyce**

were *too attached to Las Cruces* to even think of moving elsewhere. Working with Christian ministries, bicycling, gardening, and reading now fills their lives♦♦♦Another travelling retiree – **Marie Milner**. Colorado, Minnesota, Maine, and best of all: Ireland. Hardly had any rain in the Emerald Isle, *and the 40 shades of green* were stunning♦♦♦**Hy and Elaine Chase** are off to a Mediterra-

nean cruise. His new hip is working fine♦♦♦Sometimes the fish win. **Al Gibbs** retired 19 years ago, devoting himself to fishing all over the world. Now *at 80, I no longer have the stamina to reel in* those big Marlin or Halibut. Now his interests are in cards, concerts, and plays♦♦♦**Jeanna and Wayne Webster** are still in Coos Bay, Oregon. She is doing medical transcription, mostly from tapes, but gradually switching to a digital system. *I like working at home, but miss the camaraderie of her old TRW office. Real retirement? Well, someday*♦♦♦2009 was too medical for the **Gohls, Jim and Ann**. He acquired two new knees and had back surgery. They are planning on golf again mid-summer♦♦♦Looking for ex or current TRW/NG employees. **Mits Kawagoye** advises that both the Torrance Dolphins and the Senior Citizens Beachwalking Group are a good place to find them♦♦♦**Millie Blazejack** meets with other secretaries *to discuss the good ole days. The friendships established for a lifetime* include **Margaret Calen, Natalie Keck, Dorothy Vyzratek Rathburn, and Elain Williams**♦♦♦Interested in the sights of the Maine coast, boat tours, and lobster feeds? **Paul and Linda Lavoie**, up in Bath, ME, enjoy hosting *former TRW friends from Down Under*. Paul is an avid runner and tutors local high school students in math. Linda finds that indoor craft work helps her *get through the dark and cold winter months*. Catch them at lavoie78@gwi.net♦♦♦**Rosalie Lout** lives in Oceanside, and gets down to the TRA San Diego Chapter meetings, *which has mostly Space Park types*. She knows some of them from her own Space Park days♦♦♦One of TRW's outstanding younger workers has become Oregon's Outstanding Older Worker! **Mary Bradford** retired from TRW in '83 and moved to Oregon, taking a job with the Grants Pass Daily Courier, where she became the newsroom librarian. Described as being like the Energizer

MORE MAIL POUCH

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Redondo Beach, CA 90278

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*The next NNG will be mailed
in late July*

THE MAIL POUCH

◆◆◆**Dennis Rhoads** retired in '02, then returned to NG supporting the NPOESS program. Now, in 2010, he is finally retired again◆◆◆**Ted Ladewski** enjoys the meetings of Central Coast TRW retirees, and thanks **George Zaiser** for organizing that group◆◆◆Another RVer, **Don Paul**, updates us on his retirement life. He and **Florence** retired in '92, and made great RV trips, even navigating the Alaskan Highway. She died of Leukemia in 2009, just a few days short of their 56th anniversary. Don continues his RVing, along with his dog, Tiger◆◆◆In a February note written while there was 10" of snow, 22°, and sunny outside, **Ellie (Miller) Ingersol**, reports she *loves living in Oklahoma*◆◆◆At about the same time, **Anna Bozowski** writes that she loves Utah *except for that white stuff*◆◆◆Way back in '56, **Darwin Salisbury** joined RW in El Segundo. After 31 years at TRW, he and **Lorna** moved to Ogden, UT. He does mention snow, saying he gave up skiing and ice skating a decade ago, which gives them more time to spend with their two daughters, 8 g'kids, and 16



By Al Hausrath

g'g'kids◆◆◆*Let it Snow! Let it Snow!* **Margaret "Diane" South** says Bing Crosby would have been impressed with northwest Iowa's white Christmas. 30" fell in two days in December◆◆◆No snow, but too much rain (6" in one week) drove **Bill Schwennicke** back from Seattle to his home in Cambria, CA◆◆◆Another weather complaint, this time from Columbia, MD. **Lana Fok**, AKA The Nurse in S Health Services, writes that she and **Raymond** are beginning to adjust to below 40° weather. She truly enjoys the NNG because it reminds her of her TRW days◆◆◆Experts on northern weather, **Forest** and **Joyce Dohlin**, tried a) living in So Cal and summering in Minnesota, b) Minnesota residents who wintered in So Cal, and now c) *became Minnesotans, knee-deep in snow and all, living full time on Big Sandy Lake, 70 miles west of Duluth*◆◆◆A stroke hit **Bob Schrader** about 6 years ago, but he is still able to enjoy lunches with his friends◆◆◆Four cruises in '09! That's the record set by **Frances and Bill Klein**. The best? A Russian Rivers cruise from St. Petersburg

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