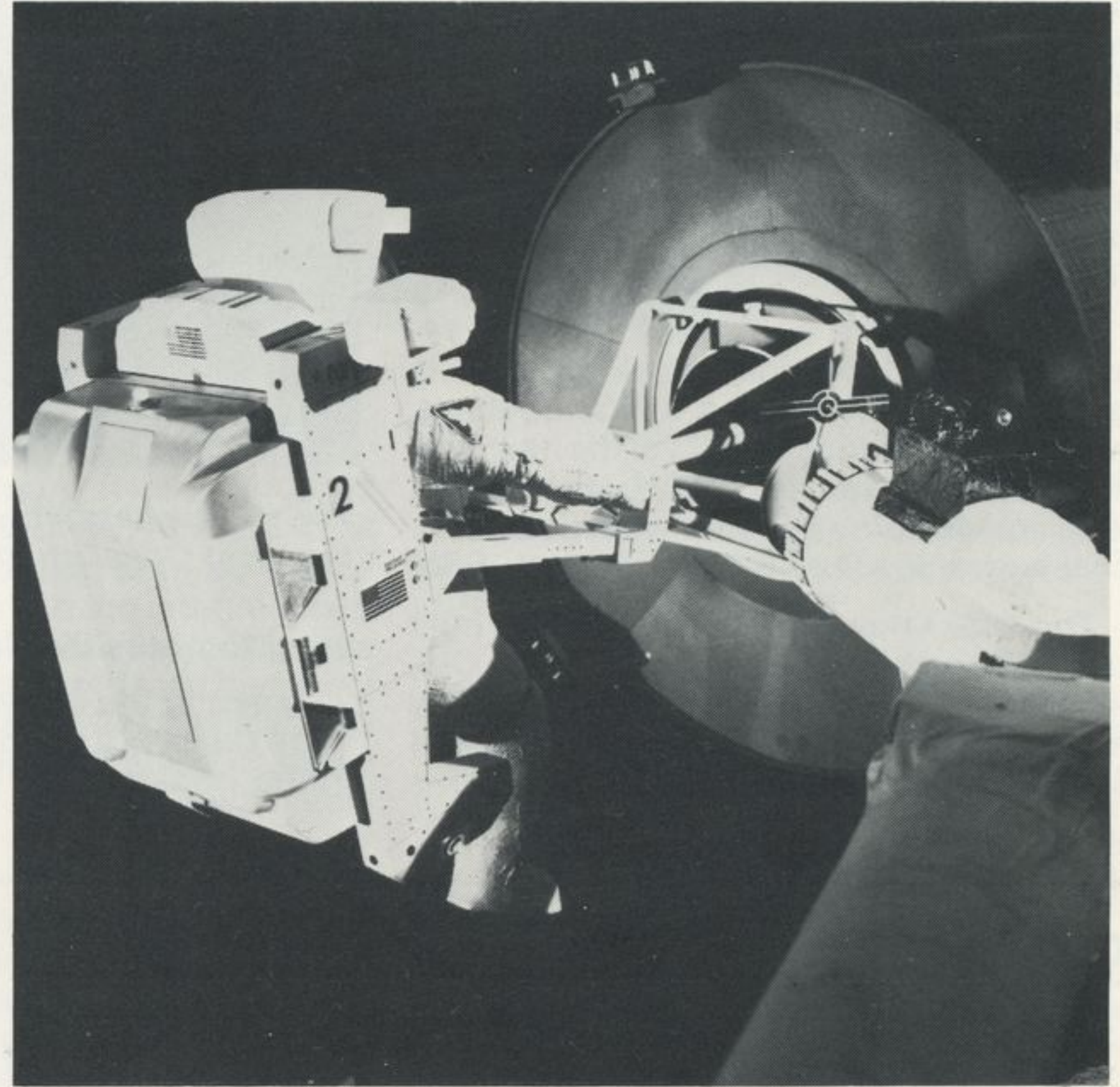
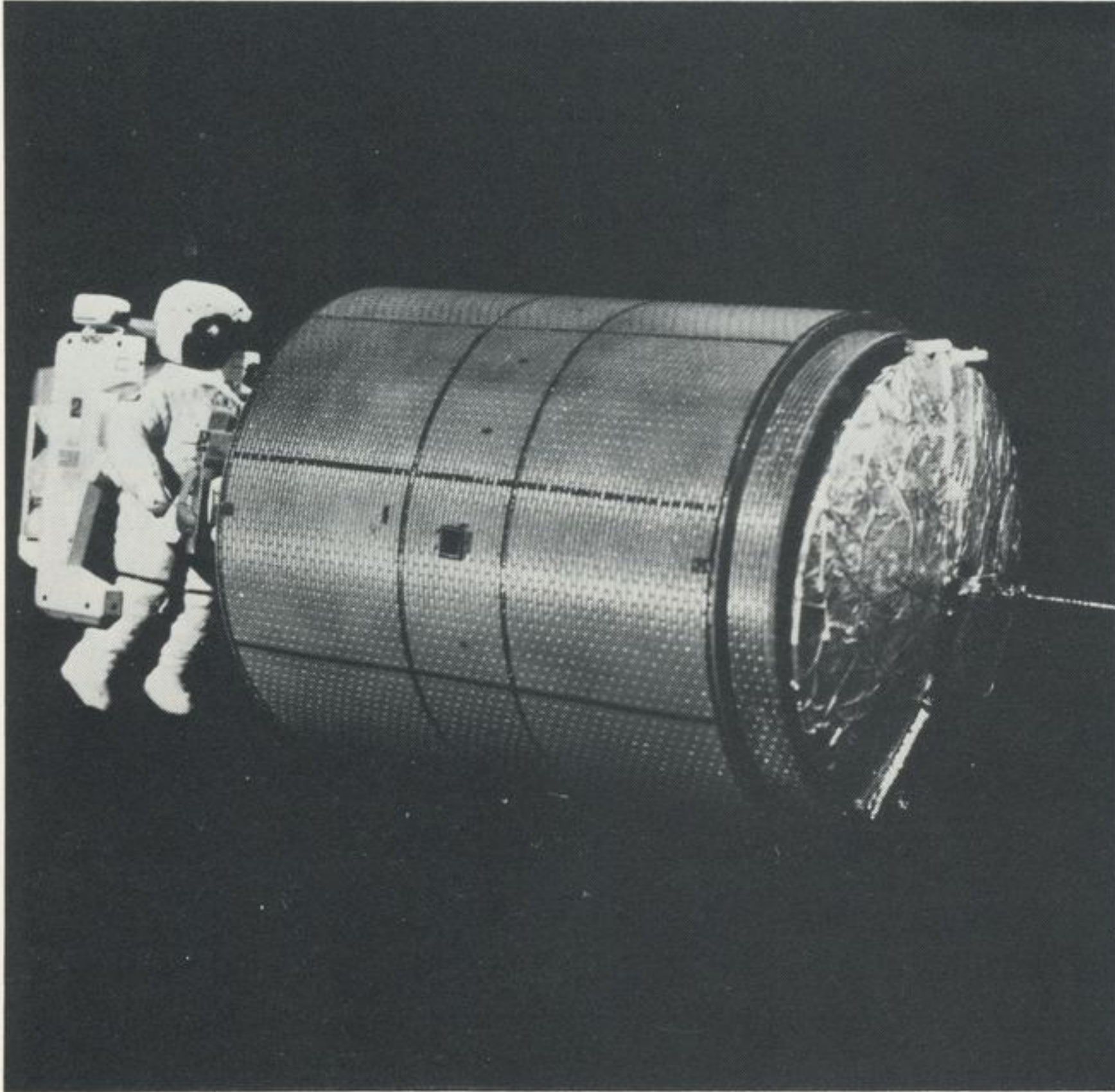


NUMBER 25/1984



The two stills above are from a videotaped animation of this month's communication satellite retrieval operations during the space shuttle orbiter Discovery's mission which ended Friday. The picture at left shows the MMU-equipped astronaut achieving a hard dock with the Palapa B-2 satellite, and second photo shows the shuttle's remote manipulator arm coming in to grasp the satellite to bring it into the cargo bay. The color videotape, with and without narration, is available from the company's public relations department.

Again — MMU to the rescue — twice!!!

For the first time in history, two communications satellites — previously deployed in space — are on their way back to Earth — for refurbishment and possible redeployment in space on a subsequent space shuttle mission — following last week's dramatic retrieval efforts by NASA astronauts on the shuttle orbiter Discovery's latest mission. The on-orbit recoveries during that mission also marked the first time the space agency has conducted extravehicular activity (EVA) for commercial users.

Key to those history-making firsts was the manned maneuvering unit (MMU), designed and built by Denver Aerospace. That latest mission also marked the fourth time in less than a year that MMUs have been used for sorties on space shuttle flights.

Astronaut Joseph Allen, assisted by his partner Dale Gardner, performed the first satellite rescue operation Monday, Nov. 12, when he flew the MMU from the orbiter's cargo bay and docked with Indonesia's Palapa B-2 satellite, using a special docking device. The very first docking attempt worked and, next, the

shuttle's remote manipulator arm was attached to the satellite, which then was lowered into the orbiter's cargo bay. There, the two astronauts secured Palapa for the ride home.

Palapa was launched originally from last February's space shuttle mission, however, the Indonesian satellite failed to achieve proper orbit after its booster engines malfunctioned. A similar fate befell the Westar 6 communications satellite on that same mission. It was during that space shuttle flight that Bruce McCandless, equipped with an MMU, became the first astronaut to ever fly untethered in space.

Now, Westar 6 also is resting comfortably in Discovery's payload bay, after having been rescued Wednesday, Nov. 14, this time by Gardner using the MMU and Allen assisting. That dock also was achieved on the very first attempt.

Preliminary reports from NASA indicate that in both satellite rescue operations last week it took less than five seconds to stabilize — stop the remaining spin — Palapa and Westar once docking maneu-

vers had been completed. A space agency spokesman added "everything went very smoothly as far as satellite capture went."

Gardner, who spent one hour and forty-five minutes flying the MMU during his sortie, noted "stabilization was no problem at all." Allen spent a total of two hours and fifteen minutes flying the MMU during his sortie two days earlier.

W.W. "Bill" Bollendonk, Martin Marietta's MMU program manager, was a member of the mission support team at Houston's Johnson Space Center during the space shuttle flight. His reaction to the two successful MMU operations was that "all MMU systems performed as expected and we encountered no problems."

Techniques for the twin satellite rescue operations on the latest shuttle flight were proven last April when George Nelson flew an MMU with a different attachment device from the orbiter Challenger to rendezvous with the ailing Solar Maximum observatory satellite. That satellite was ultimately repaired in the cargo bay and re-inserted in its orbit.

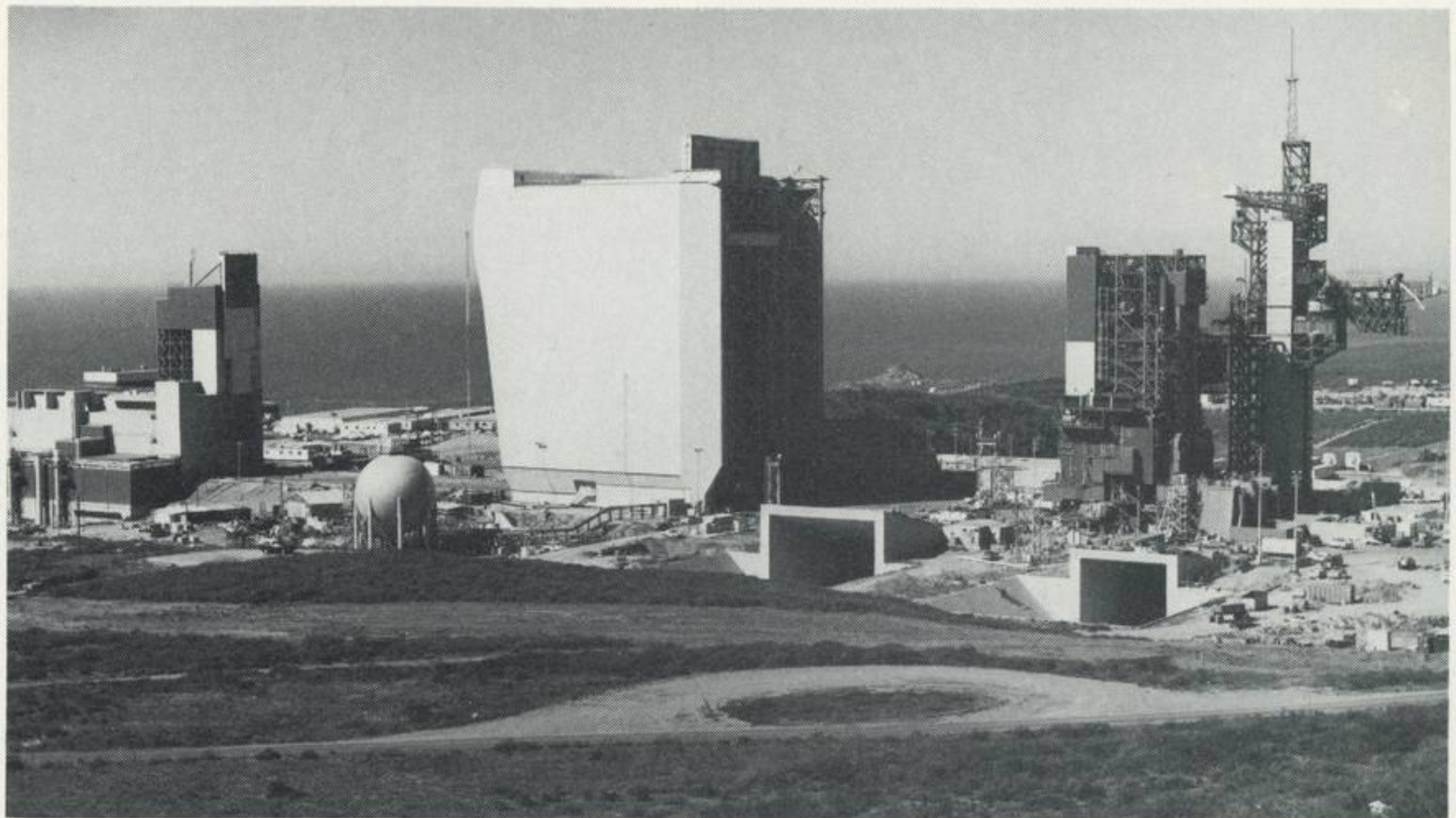
Last major structure completed at West Coast shuttle launch site

The last major structure at the West Coast space shuttle launch complex has been completed, allowing testing to begin on systems and hardware that will support the first shuttle launch from Vandenberg Air Force Base (VAFB), scheduled less than a year from now.

Completion of the 20-story shuttle assembly building (SAB), a 10-million-pound mobile structure that will serve as a wind screen and erecting mechanism for shuttle orbiters, signaled another milestone in the U.S. Air Force program to construct a launch/landing complex for the shuttle at Vandenberg. Just last month, the first shuttle external fuel tank arrived at the base.

Martin Marietta Aerospace, which is responsible for integration of all shuttle ground support systems at Vandenberg, will oversee a series of tests of the new SAB in preparation for the first shuttle launch from space launch complex-six (SLC-6). That launch is scheduled for October 1985.

The U.S. Army Corps of Engineers built the SAB and other major facilities at SLC-6, with Martin Marietta assistance on quality assurance, field surveillance, and contract specifications. The SAB cost \$31 million —



The shuttle assembly building (SAB), second structure from the left, stands completed at the West Coast shuttle launch complex at Vandenberg Air Force Base.

\$1 million less than originally estimated.

"Meeting the beneficial occupancy date is the result of a good design and a concentrated construction effort," said Lt. Mark

Hester, SAB site manager, shuttle activation task force.

The SAB sits atop railroad-type rails set in concrete and rolls on specially built heavy steel trucks. An hydraulic pressure system is used to move it. The building must be moved with precision to assure none of the "legs" of its inverted U-shaped frame does not advance ahead of the other.

When the building is in place, a 125-ton overhead bridge crane will lift the shuttle orbiter into a vertical position. The SAB's 180-foot-high vertical life, multi-leaf doors will close on the west side to shelter the payload changeout room, a transferring facility for shuttle cargo. The doors are the largest of their type in the world.

During testing, the SAB will be moved about a dozen times to check various systems and calibrations before being cleared for use. Testing is expected to be completed late next month.



Denver Aerospace was the host site recently for the 1984 Western Aerospace Engineering Caravan Show Tour. The tour is a yearly event that travels to different locations throughout the United States, displaying state-of-the-art aerospace components, materials and engineering information. Factory-trained representatives from more than 10 exhibitors, on board a self-contained, 65-foot trailer, were on hand to demonstrate products.

Counsel's Corner

The government's protection and remedies against fraud, waste and abuse

In its drive to combat fraud, waste and abuse in the defense procurement process, the government depends on several administrative safeguards.

For years, the Department of Defense (DoD) — through its Defense Contract Auditing Agency (DCAA) — has had access to contractor books and records under the audit clauses which are required in government contracts.

During 1982, the office of the DoD Inspector General was established -- with its principal duty pronounced to be the audit and investigation of fraud. Then, in order to provide support for criminal investigations, the Justice Department created its Defense Procurement Fraud Unit. That unit, consisting of prosecutors and investigators, maintains liaison with the DCAA. In addition to whatever administrative remedies a particular contract might give the government, there are several federal statutes and other remedies available.

As we have seen, those statutes and other remedies have been used with increasing frequency in cases where a contractor has been suspected of fraudulent activities. Most significant are:

—Volume 18 of the U.S. Code, Section 286: Conspiracy to defraud the government with respect to claims with possible penalties of a \$10,000 fine or 10 years imprisonment, or both;

—Volume 18 of the U.S. Code, Section 286: False claims/criminal penalty, with possible penalties of a \$10,000 fine or five years imprisonment, or both;

—Volume 31 of the U.S. Code, Section 3729-3731: False claims/civil penalty, with possible penalties of \$2000 per claim, forfeiture of the false claim itself, and double the amount of damages sustained by the government and;

—Volume 18 of the U.S. Code, Section 1341: Mail fraud, with possible penalties of a \$1000 fine or five years imprisonment, or both.

Finally — and in many regards the most severe of all to the Corporation — there is the threat of suspension or debarment from receiving future government contracts.

The government is sincerely and highly motivated in its campaign to eliminate fraud in the procurement process. We share its motivation. There can be no compromise in our commitment to avoid questionable practices and dishonesty in our business dealings.

Jacques H. Croom
Aerospace General Counsel

Michael A. Steuer
Chief Counsel

Martin Marietta Denver Aerospace

Vandenberg celebrates 300th Titan launch

With more than 500 glasses raised, Felix J. Scheffler, director of operations for Denver Aerospace at California's Vandenberg Air Force Base, led the toast during a special dinner/dance celebration for the 300th successful Titan launch.

The evening included recognition and awards for the special Martin Marietta-Air Force program by 1st STRAD commander, Maj. Gen. Jack L. Watkins; Lt. Col. David Sharkey, Titan satellite program director, WSMC; and Bob Jones, director of Titan programs at Denver.

"The fact that the 300th launch was successful is nothing new to those of us associated with Titan. The Titan space launch record at Vandenberg is the most successful in America's history," said Sharkey. "Many of the Martin Marietta team members who make our success are gathered in this room. They have sacrificed

much; they have given more than is required; they have been true professionals in every sense of the word," he added.

Also included during the celebration was a specially prepared viewgraph presentation, narrated by Scheffler, on the people who had helped in the Titan successes during the last 25 years at Vandenberg.

There have been three different Titan booster vehicles since the first successful launch from Florida's Cape Canaveral during 1959. The western test range at Vandenberg has been the site of 209 of the 300 Titans launched to date. That latest marked 126 successes in the last 129 operational launches for the Tital II series of space boosters. Those launches, mostly of a classified nature and, therefore, not publicized support the nation's national defense and technological advancement.



Felix J. Scheffler (left), director of Vandenberg operations, accepts recognition plaque during the 300th Titan launch dinner/dance celebration from Lt. Col. David Sharkey, Titan satellite program director, WSMC, in recognition of "outstanding" Martin Marietta teamwork at Vandenberg Air Force Base.

Biotech consortium meeting at Waterton

Representatives of Martin Marietta Biotechnology Consortium recently met at Denver Aerospace's Waterton plant for an overview of progress here and to give presentations on their firms' activities. The session was precipitated by Martin Marietta corporation's reorientation of its biotechnology program towards space and defense applications.

Among the visitors were Dr. Warren Siemens, associate director of biotechnology for Martin Marietta Laboratories; Dr. Edward Penhoet, president of Chiron Corporation; Drs. William Rutter and Thomas Sanders, also of Chiron; Dr. Charles Muscoplat, vice president of Molecular Genetics, Inc.; and Dr. Michael Alder of Native Plants, Inc. (NPI).

Late last year Martin Marietta announced acquisition of minority interests in those three biotechnology firms, initial to form a research and development joint venture in genetic engineering and associated biotechnologies to develop improved plant varieties of commercial value. The Denver visit, however, is intended to identify opportunities in aerospace and defense in which those firms' resources could be applied.

Chiron, located near San Francisco, is a genetic engineering company that has focused its research and development on production of vaccines, protein hormones, therapeutic enzymes, and related diagnostic products for human health care markets.



Representatives of Martin Marietta Biotechnology Consortium are briefed by Roger T. Schappell (left), manager of advanced automation technology, in the robotics laboratory in the Research and Development Laboratory (RDL) Bldg.

Salt Lake City-based NPI uses interrelated biotechnologies — including phytochemistry, cellular-, molecular-, and micro-biology—to improve plants and soil micro-organisms. Molecular Genetics of Minneapolis develops products for agriculture.

Martin Marietta Laboratories, the Corporation's research and development center at Baltimore, has been conducting basic research in photosynthetic biology for more than 25 years. Last May that organization announced an approximately \$14 million expansion to double the size of its central research and development facility to extend and increase its work on a number of promising technologies, such as submicron electronics, advanced ceramics, optical signal processing, bio-engineering, robotic simulation and artificial intelligence.

Corporation sells aluminum interests in further high tech redeployment

Martin Marietta Corporation has announced its complete withdrawal from the aluminum business to redirect its resources more profitably.

The Corporation's announcement last week said two agreements in principle have been signed to sell its aluminum interests. One is a memorandum of understanding with Comalco Limited of Australia to sell the stock of Martin Marietta's aluminum subsidiary, Martin Marietta Aluminum, Inc., which at closing will include four major facilities plus other assets. The second is a letter of intent with Atlantic Richfield Company (ARCO) for sale of a joint-venture carbon plant.

Thomas G. Pownall, Martin Marietta chairman and chief executive officer, said, "This decision enables us to focus our time, talents, and financial resources on high-technology areas where we have leadership positions — space, defense, communications, and information and data management. These are the areas of our future growth. The decision withdraws us from a business that was not generating the returns we seek on invested capital. We also intend to maintain our pre-eminent position as a major producer of construction aggregates and specialty materials."

"The cash generated by this action will permit us, in addition, to improve our strong financial position by further reducing long-term debt," Pownall said.

Beaver Creek, Vail offer discounted lift tickets

Adults can save \$5 off the regular priced \$25 ski lift tickets for Beaver Creek and Vail; children under 12 can save \$2 on their \$16 lift tickets. Details are available on flyers from Denver Aerospace's Recreation Department, Engineering Bldg module 124, exts 6750 or 6605, or in the department's information racks throughout the company.

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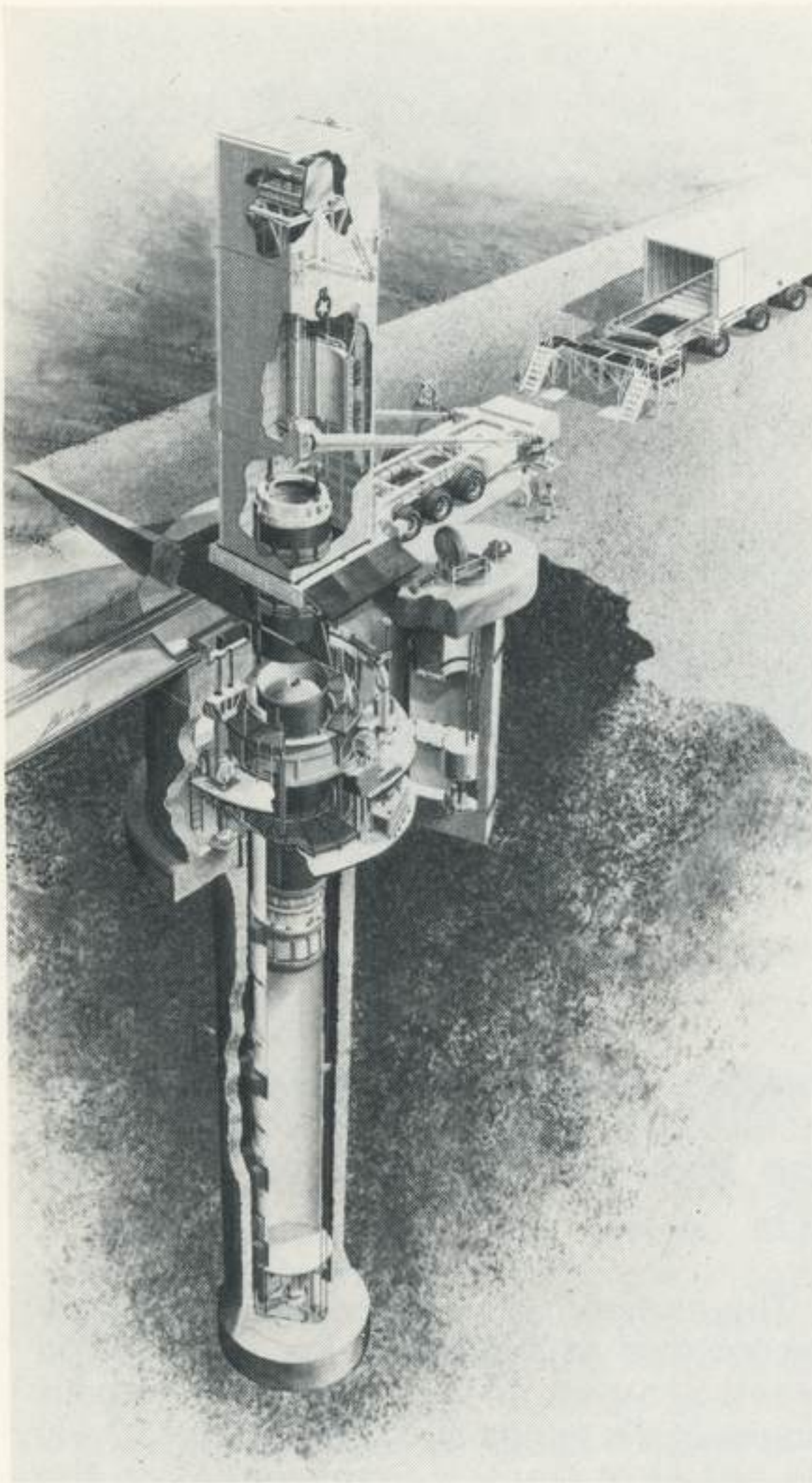
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DENVER AEROSPACE
P.O. Box 179—Denver, CO 80201

November 21, 1984



The Peacekeeper emplacer is a semi-trailer that emplaces or removes the missile system elements in or from a launch silo. In addition to its role as assembly, test and system support contractor for the Peacekeeper program, Denver Aerospace is developing the transporter/emplacer for the Air Force. The company will begin production of the emplacer and associated transportation and handling equipment early next year to support deployment operations at Warren Air Force Base WYO. The first unit is being delivered to California's Vandenberg Air Force Base for the flight test program during Feb. 1985. This concept is by Denver Aerospace graphics department artist Rob Blackaby.

Copperhead scores 100% in fourth consecutive test series

Army Copperhead laser-guided projectiles have again scored a perfect three-hit in three firings in recent production-lot acceptance tests at White Sands Missile Range NM. That was the fourth consecutive test series in which Copperhead demonstrated 100 percent reliability.

Nearly 7000 Copperhead rounds have been delivered to the Army by Martin Marietta Orlando Aerospace. Procurement through 1991 is expected to total more than 34,000 rounds. In addition, a number of foreign countries have expressed interest in Copperhead, which can be fired by any of the standard NATO 155-millimeter howitzers.

The highly accurate projectile provides the capability to destroy tanks and other moving or stationary armored targets with a single round, rather than the multiple rounds required for conventional shells.

Corporate 295-acre business park to anchor Tennessee Technology Corridor

Martin Marietta Corporation has announced plans to develop a 295-acre business park at Oak Ridge TN.

The business and office development — to be known as Oak Ridge Tehnology Center — will be situated on property the Corporation has options to purchase from the City of Oak Ridge. It will serve as the northern anchor of the Tennessee Technology Corridor, a planned business and industrial development which will extend approximately 25 miles from Oak Ridge to the Knoxville KY airport.

The proposed technology center property includes 28.6 acres of the city's industrial park area and 267 contiguous acres to

its immediate south. Martin Marietta's proposal also includes rights to buy an additional 64 acres southeast of the site. The transaction is subject to city council approval of the option and related conditions such as soil tests and provision of access roads.

"This development," said Laurence J. Adams, Martin Marietta Corporation president, "will be the northern anchor of the Tennessee Technology Corridor. Oak Ridge is an excellent location for technology-based industries and services. The quality and diversity of research conducted by the U.S. Department of Energy (DOE) and the Associated Universities, and the considerable intellectual resources available in the region, are strong attractants to diverse enterprises that rely on advanced technology for their vitality and growth."

A subsidiary of the Corporation — Martin Marietta Energy Systems, Inc. — operates research and production facilities at Oak Ridge and Paducah KY for the DOE.

Tech advances at Oak Ridge

Five new technology advances at the U.S. Department of Energy's Oak Ridge TN complex are among the year's top 100 national research and development (R&D) achievements in the annual competition sponsored by *Research and Development* magazine. Oak Ridge researchers have won 40 awards from the magazine during the past eight years.

The five advances include: 1) an enzyme system to aid diagnosis and treatment of human and animal diseases; 2) a detector to identify and count single atoms of rare gases; 3) a digital control system for an advanced robotic "servomanipulator" for use in hazardous operations; 4) a high-resolution, ultrasonically pulsed research spectrometer; and 5) an investigative tool for examining corrosive and other chemical reactions between solids and gases as they occur.

Rogers to address December IEEE/AIAA group on MMU

Leslie Rogers, deputy systems engineering manager for the manned maneuvering unit (MMU), will be the featured speaker at a joint program of the Institute of Electrical and Electronics Engineers (IEEE) and the American Institute of Aeronautics and Astronautics (AIAA).

Friday, Dec. 7 is the reservation deadline for that IEEE/AIAA evening, which begins at 6 p.m., Tuesday, Dec. 11 at the Marriott Hotel (southeast), 636 East Hampden Ave. (I-25 and Hampden). Contact Henry Rackley, ext 7621, or Ed Dorrah, ext 6797, for reservations and additional information.



A delegation of more than two dozen Wyoming and Colorado business, government and civic groups get an up-close look at a Peacekeeper emplacer. The occasion was a recent visit by the group for briefings on various aspects of Denver Aerospace's role with Peacekeeper. Congress last year approved \$2.1 billion in funding to produce and install 21 of the intercontinental ballistic missiles in existing Minuteman silos in Wyoming and Nebraska during 1986. In the meantime, Denver Aerospace earlier this year negotiated a \$680 million follow-on Peacekeeper assembly, test and system support (AT&SS) contract with the Air Force to cover the period between last June and July 1987.

Martin Marietta selected for new military tactical intelligence system

Martin Marietta Corporation has been selected to negotiate a contract to integrate systems for a new transportable tactical military intelligence system, and to construct portions of the system.

Under the multi-year contract to be awarded by the Jet Propulsion Laboratory (JPL) of the California Institute of Technology, at Pasadena, California, Martin Marietta's Information & Communications Systems company will be systems integration contractor for the joint Army/Air Force development program. The program, called the All Source Analysis System/Enemy Situation Correlation Element (ASAS/ENSCE), will enable tactical commanders to receive and process intelligence data rapidly from a variety of sources and sensors.

During initial development phase of the ASAS program, three baseline systems will be built and tested. Thirty-nine systems eventually are planned.

ASAS/ENSCE is managed by the Army's Joint Tactical Fusion Program Management Office. JPL is the prime implementation contractor and system engineer.

The system will consist of sophisticated

Shuttle boosters equipped with larger parachutes

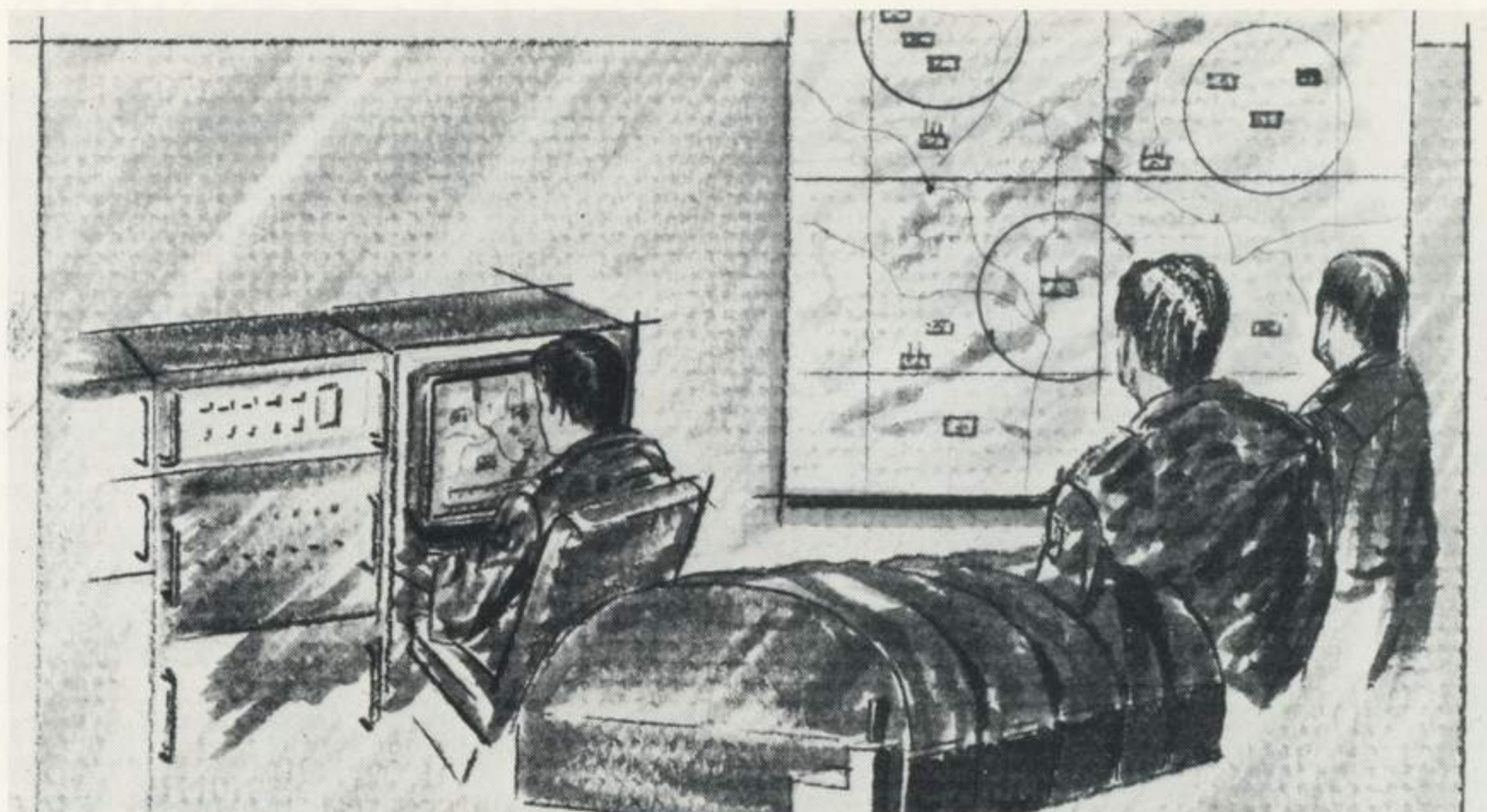
Larger main parachutes — used on the space shuttle launch from Florida's Kennedy Space Center for the most recent mission, 51-A — are now part of the shuttle solid rocket booster's deceleration system. The main parachutes are designed to slow the booster's final rate of descent before impact into the ocean after the launch.

The booster deceleration system, of which the parachute program is a part, was designed by Denver Aerospace under the direction of the Marshall Space Flight Center at Huntsville AL. The parachutes are provided by Pioneer Parachute Company of Manchester CT.

The new parachutes are 136 feet in diameter, compared to previously used chutes 115 feet in diameter. The larger parachutes reduce the velocity of the boosters at water impact from 88 feet per second, or 60 miles an hour, to 75 feet per second, or 51 miles an hour. The reduced velocity will relieve the structural loads on the boosters at impact by about 25 percent, reducing the amount of impact damage sustained by the boosters.

Three main parachutes are used on each of the shuttle boosters. Following launch and separation from the shuttle, the boosters are recovered from the ocean, refurbished and used on a subsequent flight.

The larger parachutes were tested during mission 41-D during August on the



ASAS concept by Denver Aerospace graphics department artist Charles O. Bennett.

computers and related software mounted in shelters and on tactical vehicles. It is being designed to support both all-source intelligence analysis and the integration of multiple elements of tactical intelligence with the help of computer-stored historical data. The Army and Air Force have placed a high priority on the early fielding of easily transportable and rapidly deployable systems.

Martin Marietta Information & Communications Systems, which designs, engineers, and integrates high-speed information systems, will head a contractor team that includes BDM International, Inc.; Electro-space, Inc.; and Boeing Aerospace.

The team will design and build intelligence data-processing modules, remote work station modules, and interface modules for the system. Martin Marietta will perform systems integration and provide test and

shuttle's right booster. Beginning with mission 51-B, scheduled for January 1985, all future steel case boosters will have the larger parachutes.

Smaller main parachutes will continue to be used on some shuttle missions — including 51-C, tentatively scheduled for next month — and on missions where lighter weight filament wound booster motor segments are used. First use of those segments is planned for October 1985.

1984 Thanksgiving, Christmas holiday schedules announced

Denver Aerospace operations will be closed down according to the following schedules for this year's upcoming Thanksgiving and Christmas observances:

Thanksgiving—Thursday, Nov. 22 and Friday, Nov. 23;
Christmas shutdown—Dec. 24, 1984 through Jan. 1, 1985.

Normal Denver Aerospace operations will resume Jan. 2, 1985.

logistics support for the total system, including hardware and software designed and built by other subcontractors for JPL.

The company said about 20 people will be located at Pasadena for about three months to work on the technology transfer phase of the contract, while another 60 will be based at Denver. Employment on the program is expected to grow to about 100, including subcontractors.

Martin Marietta earlier this year concluded a similar program, called Operational Application of Special Intelligence Systems (OASIS), a \$65 million modernization of the command and control capabilities of the Air Force's tactical fusion center in West Germany.

Most Martin Marietta work under the contract will be performed at the company's Denver plant.

Dekker elected president of VAFB SWE

Cynthia Dekker, peacekeeper system safety engineer, recently was elected president of California's Vandenberg Air Force Base (VAFB) chapter of the Society of Women Engineers (SWE).



SWE is a non-profit educational service organization composed of graduate engineers and those with equivalent engineering experience. Formed during 1949, the organization currently has an international membership of 14,000 women and men. Its main purpose is to serve as a clearinghouse for information on women in the field of engineering.

Dekker has been a member of SWE since 1978. After moving from Denver to Vandenberg, she became a member-at-large and began efforts to form the local chapter.

Employee's son helps avert disaster for Aurora family

A senior at Smokey Hill High School alerted another family after hot fireplace ashes placed in a garage ignited a fire earlier this month at an Aurora home.

Timothy J. Schaefer, son of J.A. Schaefer, systems safety engineering administrator on the Peacekeeper program, alerted the Marvin Wakefield family, helped them to safety, and had the fire department summoned after the youth saw flames burning through the garage roof that evening.

Fire Capt. Ken Fix said the fire caused an estimated \$45,000 in damages — \$28,000 to the garage of the \$300,000 home, and destruction of two automobiles valued at \$12,000 and \$5000.

ATC division one of 35 at association Dallas technical gathering

The air traffic control (ATC) division of Martin Marietta's newly formed Martin Marietta Information & Communication Systems company was one of 35 technical exhibitors this month at the ATC Association's 29th annual meeting and international program at Dallas. Theme of the event was "Evolution of the National Airspace System (NAS) Plan."

The Corporation's ATC division is the system engineering and integration contractor to the Federal Aviation Administration (FAA) for the NAS plan.

Denver Aerospace's exhibit, a specially built 600-square-foot booth, featured a multi-image, 16-projector 35mm slide show on the plan, highlighting key events scheduled to occur during the next 16 years. John Goodlette, ATC division vice president, moderated a technical session on "U.S. Technology: Two Decades of ATC System Development."

More than 800 FAA personnel, controllers, contractors, air traffic managers and visitors from more than 15 countries also attended the three-day event, Oct. 8-11.



One of two Denver Aerospace-sponsored Junior Achievement (JA) companies — Solar Tunes — will be selling its products at the main plant Friday, Nov. 30. The JA company's product is a solar battery-powered sport radio attached to a sun visor and equipped with an earphone. The AM radio version sells for \$16, including tax; the FM version costs \$20, tax included. Sale booths will be operating from 10:30 a.m. to 12:30 p.m. that day at both entrances to the first floor Engineering Bldg cafeteria and in the lobby at Space Support Bldg (SSB). Arthur E. Koski, director of public relations at Denver Aerospace (right), is shown here presenting the JA company's charter to Chris Liston, president of Solar Tunes, as other high school entrepreneurs look on. Those Martin Marietta employees interested in becoming advisors to JA groups for the new term, beginning mid-February, should contact Lori Sharp, JA coordinator, ext 6605, by Dec. 12.

UAW Local 766 votes 3-year Denver Aerospace contract

Local 766 of the United Auto Workers (UAW) union at Denver Aerospace has voted to accept a new three-year contract that will give the membership lump-sum bonuses, a general wage increase, increased retirement benefits, and greater health insurance options at the same time it preserves cost-of-living adjustments in wages.

The contract votes were in two sections, according to Bob Killian, president of Local 766, and Jim Webb, Local 766 chairman of the bargaining committee. Denver employees approved a national contract covering Denver, Baltimore and Orlando by a vote of 577 to 140. The local portion of the

contract was approved 545 to 157 at Denver. Local 766 at Denver Aerospace represents some 1125 sheet metal workers, machinists, maintenance employees and cafeteria workers.

The contract calls for a 4.5 percent bonus to be paid Dec. 14 and a 3 percent bonus to be paid next year. In the third year, workers will receive a 3 percent general wage increase. That contract also calls for substantial improvements in the existing retirement plan whereby the per month benefit for each month of credited service that increases from the current \$16 to a top of \$19 during the life of the contract.

On the health insurance front — and as part of a cost containment effort by business and industry nationwide — employees soon will be offered yet another option, the preferred provider organization (PPO) plan, in addition to the company's current plan. That current plan offers a choice of a health maintenance organization (HMO) — in this case Compicare, Inc., and Kaiser-Permanente Medical Care Program — and the Connecticut General Insurance program. The ultimate aim is to adjust the current health insurance program to a 90 percent/10 percent co-payment plan.

Details on the new health insurance options will be explained in detail in future issues of the *Martin Marietta News*.

Next rounds of company/union negotiations include those with the United Plant Guard Workers of America, Local 265, beginning sometime within the first quarter of 1985 at Denver, and UAW Local 617 at California's Vandenberg Air Force Base, beginning sometime during the second quarter of next year.



Norman R. Augustine, president of Denver Aerospace (seated far right), presents a \$15,000 check to N. Berne Hart, chairman of the Denver area council's capitol campaign, Boy Scouts of America. Also at the ceremony were William Kephart, Scout executive (seated far left), Fitzroy "Buck" Newsum, company public relations department manager for civic liaison (standing left), and Norton Rainey, Scout director of development (standing right).