

Long Island Chapter 86 of the



Institute of Industrial Engineers

NEWS-LETTER

IIE-Vol.107 Issue 02

Gold Award Winner for 9 Straight Years (1997-2006)

February, 2008

Calendar of Events

Feb. 19th, 2008 (Tuesday)

IIE Monthly Meeting

Topic: Details on right

Mar. 18th, 2008 (Tuesday)

Topic: TBA

Apr. 17th, 2008 (Thursday)

Topic: LEAN for The Office (Tentative)

Place: 1 Penn Plaza, NYC

May 20th, 2008 (Tuesday)

Topic: Tour of Cooper Lighting

Place: Hicksville, NY

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Visit IIE Long Island Chapter on the web at:
www.iienet.org/long_island



See the Community Calendar on page 2 for the local event

ENGINEERS WEEK
February 17-23, 2008

February MEETING

Tuesday, Feb. 19th, 2008

Time: Networking/Refreshments - 6:00pm, Presentation: 6:30pm - 8:00pm

Place: Air Techniques, Inc., Melville, NY

Meeting Fee: no charge, Good will donation (\$5) greatly appreciated, Lite buffet/dinner/refreshments will be provided

This is a joint event with the Long Island Chapters of **IIE & SME**

Topic: Industrial Space Planning & Selection

Speaker: Tom Attivissimo, CCIM Senior Director GREINER-MALTZ

In this presentation the current industrial / commercial Real Estate market will be discussed and the following important issues will be explored:

- Things to consider before deciding on looking for new space including optimizing the use of existing space (Is a move really necessary?)
- Is the current economic climate right for making a move?
- Choosing the right professional(s)
- Site selection criteria & finding the space that suits your needs
- Purchase or Lease & financing options
- Rate of Return on Investment
- Economic incentives



About the Speaker: In 1982 Tom Attivissimo earned a Bachelor of Technology Degree in Electro-mechanical Computer Technology from New York Institute of Technology. He also attended C.W. Post College for post graduate work in the MBA program. In June 1999, Tom received the coveted CCIM (Certified Commercial Investment Member) designation. In January 1987 Tom joined the Commercial Real Estate firm of Greiner-Maltz Company, Inc. where he is currently serving as Senior Director and a member of the company's web site development team.

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PRESIDENT'S MESSAGE



Last month the Chapter participated in a joint meeting with AIAA (Long Island Section). There were close to 100 who turned-out for this extremely interesting presentation given by Lois Lovisolo. I urge you to read

Carolyn's detailed review on page 3. In addition there are 114 photos from the presentation that can be accessed on the IIE-LI MSN Group page. Just follow the link from the top of the Long Island Chapter website Gallery page.

As an Industrial Engineer you may have been involved at one time with a project that consisted of the relocation and/or layout of a new facility. This months meeting Tom Attivissimo, an expert in the commercial and industrial real estate market, will discuss what should be considered when a company needs more space. Sometimes applying Industrial Engineering techniques will enable a company to make more efficient use of the space that is currently occupied and avoid looking for additional space. Tom will discuss this point and what should be considered when additional space is necessary. This may be the one presentation that you may not want to miss.

In last months newsletter I indicated that the Chapter Presidents in the North-east region, along with John Corliss, IIE Northeast Region Vice President have been working behind the scenes to merge the inactive chapters with the active ones. I am happy to report that we are closer to this endeavor. It is expected that in the next month or so IIE will approve the mergers. In anticipation of the merger I have been making arrangements to hold a chapter meeting in Manhattan in an effort to get the current Metro Chapter membership an opportunity to get involved. I was told by a couple of past Metro Chapter officers that one of the reasons that the Metro Chapter has been inactive was because very few members would show up for the monthly meetings and it just was not worth the effort. It is my hope that after a number of years of no meetings taking place in the city that we will be able to conduct 1 or 2 meetings a year in the city. So Metro Chapter members here is your opportunity. Right now we have a tentative date of April 17 (see Calendar of Events on page 1).

Chapter 86, President
Tom Fiorella

MEMBERSHIP

Current Active Membership is now 67

To become a member of IIE call
1-800-494-0460

or log onto to

www.iienet.org & click on Membership
then on Join IIE

COMMUNITY CALENDAR

Feb. 13th, 2008 (Wednesday)

Engineers Week Dinner

Sponsor: The Metropolitan Engineering Society Council

Place: Polytechnic University, Dibner Library, Brooklyn, NY

Information: www.mescnyc.org or call Wasyl Kinach at 212-669-2203

Feb. 27th, 2008 (Wednesday) - 6pm

Topic: U.S. Army Air Corps 8th Air Force in WWII - Personal Memories of a Navigator/Bombardier

Sponsor: AIAA - Long Island Section

Place: Bethpage Public Library

Information: Dave Paris 516-458-8593 or davidsparis@optonline.net or logon to www.iienet.org/long_island and follow link for further details

(Continued from page 3)

Islander, the late Thomas J. Kelly, is nicknamed, "the father of the Lunar Module". Old timers remember the Apollo 13 crisis. Grumman employees, upon hearing the news, took it upon themselves to get to the plant in the middle of the night to work on getting the crew back to safety. Later, Grumman lost the Space shuttle contract, but won the contract for the structural spares wing. In 1994, Northrup acquired Grumman, and the company is now known as Northrup Grumman.

For further interesting reading, see the book list below. I was able to check facts and spelling from my furious pencil & pad note taking on the web encyclopedia, www.en.wikipedia.org/wiki/Grumman. Searches extend to air craft models. Example: /Grumman_F3F Grumman Aircraft: Since 1929, by Rene J. Francillon The Grumman Story, by Richard Thruelson, Inside the Ironworks: How Grumman's Glory Days Faded, by George M. Skurla and William H. Gregory, Moon Lander: How We Developed the Apollo Lunar Module, by Thomas J. Kelly.

CAREERS

For the latest job opportunities logon to the IIE-LI website and click on CAREERS.

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Review of the Jan. Meeting "Grumman: An Historical and Personal Look Back"

By: Carolyn Chen

For The January meeting, IIE participated in a joint meeting hosted by AIAA. Speaker Lois Lovisolo was a former historian for Grumman Aerospace History Center, and shared the company history, her recollections, slides, and memories of the Long Island based air craft manufacturer.

The History Center still exists today, although managed by Northrup Grumman since 1994. Visitors can view the collections on Mondays and Wednesdays. The center has always been a resource for air craft restorers, because they have access to plans, cockpit photos and design records. Lois became involved in 1978 when her husband, a Grumman employee, came home after seeing "her perfect job" listed on the Grumman opportunity board. A librarian was needed in the History Center. That was the beginning of her rewarding 16-year career with a company rich in national and local community service and contributions.



The company was born when Leroy Grumman, a formal naval aviator, and several colleagues struck out on their own when their former employer, Loening Aircraft, sold the business and prepared to leave Long Island. In 1930, Leroy Grumman started Grumman Aircraft Engineering Corporation in Baldwin, taking up residence in an old auto body shop, earning the nickname, the "Grumman Garage". His business partners included Bill Schwendler and "Jake" Swirbul. In those early years, the company repaired Amphibious vehicles and worked on frames for truck bodies. They won a contract to design and build retractable landing gear in floats for the U.S. Navy. This led to an assignment to put retractable gear in air craft. It couldn't be done in the current air craft design because the fuselage was in the way. Grumman designed their own fighter aircraft, the XFF-1. The Navy was a bit skeptical of the new plane, so Leroy Grumman offered to fly in it. Thus began a long history of successful aircraft designs and contributions to the military and commercial markets.

As the business grew, the company relocated to Valley Stream to be closer to an airfield. They moved to Farmingdale along with their newest innovation, an FF-1 with a float, nicknamed, "the Duck". Lois showed a slide of a later design in the F3F series, an F3F-2, recovered after ~50 years in the Pacific Ocean. According to wikipedia, the plane was ditched off the coast of San Diego during an aborted landing on the

USS Saratoga in 1940. It was discovered by a Navy submarine in 1988, and recovered in 1991. This plane is now restored and resides at the San Diego Aerospace Museum.

In 1937, Grumman moved to Bethpage, on the site of an old polo field next to a railroad tracks. They manufactured the G-21 Goose, which was a small plane with amphibious landing gear designed for wealthy sportsmen. By 1940, they were manufacturing approximately 40 planes per year. The "Sto-Wing" was incorporated into the Wildcat aircraft. This was a design improvement on the Folding Wing for planes, to mimic the way a bird folds its wings. The important benefit is that more planes can be stored on an air craft carrier.

In December 7, 1941, Plant 2 opened up to host an open house for family members. The food lines were shut down when word of the Pearl Harbor attack came through. Grumman had recently built a Torpedo bomber, the TBF. From then on, the TBF was renamed "the Avenger". General Motors Eastern Aircraft Division and Grumman played pivotal roles in supplying air craft to the allies. Five plants were opened up to produce Wildcats and Avengers (coded TBM if made by General Motors). Widgeons, were a smaller version of the G-21 Goose, and were a small utility patrol aircraft used by the US Navy, US Coast Guard, and the Royal Navy. After the war, the design was modified to suit civilian operations, and Widgeons are still flying today, mostly in Alaska, the Caribbean, and Southern United States.

The Wildcat design gave way to the Hellcat, still incorporating design for ease of manufacture and the ability to withstand significant damage. Grumman was nicknamed "Grumman Iron Works", because of the superior protection that the design provided to the aircraft and the pilot. In comparison, the Japanese Zero aircraft was much less rugged. According to wikipedia, the Hellcat is the most successful aircraft in naval history destroying 5,171 enemy aircraft. In March 1945, a record 654 Hellcats were produced in one month, a management feat credited to Jake Swirbul, whose personable management style made him a respected and beloved executive of Grumman.

The period during WWII was a very innovative time. There were dramatic increases in employees and production. Many programs were instituted to keep employees motivated to stay. Grumman sponsored a "Little Green Truck", which made 12,000 calls aiding employees with auto troubles. Sports teams were formed, with professional players brought in for visits to boost morale. Women were hired, making up a third of the workforce. Some were test pilots whose job was to "shake the planes out." Lois has many interesting slides, noting that there are beautiful negatives archived from the pre-WWII era. Film technology changed afterwards, and negatives from the late 1940's no longer hold up as well over time. 17,573 aircraft were produced during WWII. Grumman earned the US Navy's E [Excellence] award for production. There were no strikes, and Grumman's turnover was 1.5% compared to the average of 5%.

Other oddball anecdotes about Grumman planes: Before the war ended, Grumman designed a twin engine aircraft named the "Sky Rocket". It was never produced, but it was immortalized in the Black Hawks comic book series as the aircraft they flew. The F8F BearCat is very popular with airplane modelers because of its unusual landing gear. The History Center sends out many prints of this model. The Air Superiority Fighter took center stage in the movie, "Top Gun".

After the war, everybody was laid off, but 5000 employees were called back. Jake Swirbul is recognized for his management skill in ramping down during peacetime as Grumman was the only aerospace company to record a profit in 1946. Production switched to making aluminum boats and trucks.

The X9F design started the Jet Age. Noise from jet production and testing forced a move out to Calverton. Another well known product were bi-planes for crop dusting.

In the 1960's, Plant 25 won an observatory contract as well as the Lunar Module contract. Leroy Grumman's expertise for understanding the problems involved with the mission was the key reason for winning the contract. Fellow Long (continued on Page 3)

Next IIE / SME Meeting - Tuesday, February 19th, 2008

Time: Networking/Refreshments: 6:00PM, Presentation: 6:30PM - 8:00PM

Place: Air Techniques, Inc. - 1295 Walt Whitman Road, Melville, NY 11747

Topic: Industrial Space Planning & Selection

Presented by: Tom Attivissimo, CCIM Senior Director GREINER-MALTZ (see page 1 for details)

Reservation must be received no later than **Monday, Feb. 18th** - *Fax to: Tom Fiorella, 516-740-4616, or Mail to: Bob Schroter, 423 Elm St, West Hempstead, NY 11552-3226, or email: Tom Fiorella at tfior9651@msn.com with: Name, Title, Company for yourself and each guest. For contact person please indicate: address, member affiliation (IIE / SME), phone, fax, and/or email address.* For inquiries call Tom at 516-214-5588

NAME	TITLE	COMPANY

Send Directions to: _____ Phone Day: _____ Member Affiliation (IIE/SME): _____

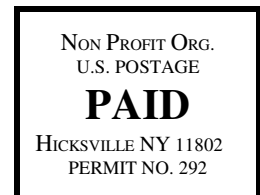
Address: _____ Phone Eve: _____ Include fax or email for a speedy reply.

Address: _____ Fax: _____ You will receive complete directions and instructions to Air Techniques once we receive your reservation.

City/State/Zip: _____ email: _____

February, 2008 Newsletter

Institute of Industrial Engineers
Local Chapter # 86
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