

Orienteer

DEFENSE MAPPING AGENCY AEROSPACE CENTER

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June 28, 1974

Riordan Named To DMA PPO Position

William T. Riordan, DMAAC Technical Director, has been named as the DMA Deputy Director of the Program Production and Operations Directorate, by Lt. Gen. Howard W. Penney, DMA Director.

He succeeds Charles Andregg who was recently promoted to the top civilian position in the agency.

A farewell party for the Riordans is planned for July 13th at Henry the VIII restaurant.

The promotee began his Federal career in 1942 when he joined the Naval Air Corps. He served as a fighter pilot, torpedo bomber pilot and test pilot during World War II. He left active duty in June 1950 but remained in the Naval Air

Reserve, retiring as a commander in 1968.

Riordan joined the Center in July 1950 as a GS-4. He has served as chief of various divisions of the production and distribution plant and as deputy director, Directorate of Operations prior to his assignment as Chief of the Production and Distribution Plant in June of 1970. He served in that capacity for two years prior to his assignment as technical director.

A native of St. Louis, Riordan attended Bradley University, Peoria, Ill. prior to joining the Navy. Subsequently he has attended the University of Missouri-St. Louis, George Washington University, Washington, D.C., and



Riordan

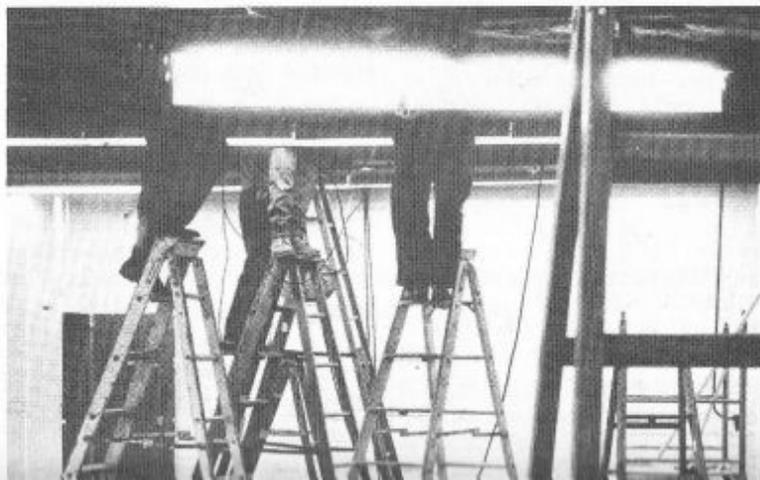
the Industrial College of the Armed Forces.

He is actively engaged in the work of the technical and professional societies associated with the mapping, charting and geodesy fields.

Snack Bar Renovations

Barring any further delays caused by St. Louis area labor strikes or material procurement problems, renovations to the Building 36 snackbar will be completed Monday, according to Base Restaurant Officer N. W. Henley.

New operational procedures will be in effect for the snack bar as a result of requirements made by the Scott AFB Veterinary Service who conduct the food service



Finnie Steps Down To Standing Ovation

by David L. Black

There will be a standing ovation tonight in the nation's capitol, of that there is no doubt, as friends and co-workers gather to pay honor to Thomas C. Finnie.

Retiring from his position as Deputy Director of Management and Technology for the Defense Mapping Agency, Finnie steps down from the highest civilian position in the 8,800 man agency.

Throughout his 35 year civilian and military career Finnie has witnessed the birth of the aeronautical chart; has been deeply involved in and responsible for many mapping, charting and geodesy technological advancements; has been an integral part of the management of DoD MC&G resources; and has contributed his knowledge, dedication and foresight toward the betterment of the nation's cartographic endeavors.

Considered one of the foremost experts in the MC&G field, Finnie began his career in 1937 when he worked for a civil engineering organization and a government aerial photography organization in Kentucky.

In 1942 he returned to his alma mater, the University of Kentucky, to instruct mathematics and engineering, while simultaneously engaged in private civil engineering work. He is a registered civil engineer and a land surveyor in Kentucky.

In 1944 he took his talents to the war zone as a photo mapping officer in New Guinea and the Philippines. He was commanding officer of a topographic organization in Japan at the time of his discharge in 1946.

After an extra year of mapping operations in the Philippines as a senior cartographic engineer in charge of mapping operations and civilian advisor on topographic mapping and surveys for the U.S.



Finnie

ward in the Air Force structure, and later that of the Department of Defense, Tom Finnie's personal career also advanced.

In 1950 Finnie was transferred from the Washington office to the Chart Center in St. Louis to become civilian chief of the Operations Division. In 1952 he became assistant chief of the Production and Distribution Plant and in 1964 was promoted to chief

the Scott AFB veterinary service who conduct the food service sanitation inspections.

Foods may no longer be prepared in the Dining Hall and then transported to the snackbar because essential temperature controls cannot be maintained during transit.

Under the new system the snackbar will basically be serving hamburgers, cheeseburgers, hot dogs, fish and outlet type sandwiches, French fries, salads, desserts and soups which can be prepared at the snackbar.

Smoking will be prohibited in the snackbar area since it has been classified as a food preparation area.



Yes it is true that air conditioning men work at a higher level than other men. (Snack bar renovation photo by D. Touchette)

Another contract was recently let to install a grease interceptor at the main Dining Hall and work is now underway to widen the driveway at the north end of the Dining Hall. Some inconvenience

to pedestrians using the sidewalk area at the North end of the building can be expected until the project is completed. A designated walk way is included in the driveway widening.

mapping and surveys for the U.S. Army Engineers, Finnie returned to the states to again take up his professorship at the University of Kentucky.

The year 1948 was to be the beginning of a long and lasting relationship with one of the government's top charting organizations. That was the year the young cartographer joined the Aeronautical Chart Service of the Air Force, an organization which later evolved to the Aeronautical Chart and Information Center and then Defense Mapping Agency Aerospace Center. With the organization's progression up-

Production and Distribution Plant and in 1954 was promoted to chief.

He guided the Plant through several major reorganizations in order to meet the demands for more sophisticated cartographic/geodetic products.

In 1962 he became the technical director of the Aeronautical Chart and Information Center with responsibility for the technical direction of production, staff and line elements of the Center's organization. He also performed research, investigation and consultation services for the commander.

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Taming the Grand Canyon in Nine Days

by David Touchette

You have seen it on Wild World of Sports and read about it in National Geographic, big rubber rafts churning through the boiling rapids of the Colorado and you've wondered who would go through that for a vacation. Nancy Mallonee, MDCA; Virginia Kraemer, MDDB; Carl Draper, MDDE; Felix Martin, MDTT; Larry Holmgren, MDCD; George Manders, MDCA; and Larry Henning, MDCD, gave it a try and conquered the Grand Canyon during their May 25 to June 2 vacation.

The 280 mile raft trip covered the entire length of the Grand Canyon National Park, from Lake Powell to Lake Meade. The St. Louis group was part of a crew of 29 people on two large rubber rafts. The crew included a driver/guide and an assistant for each boat. The 35ft long and 15 ft. wide rafts were equipped with a 20 hp motor for steering. The passengers sat atop the raft, above the pontoons rather than inside like a life raft.

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A river raft splashes through one of the milder rapids on the Colorado River. The driver stands in the rear to guide the boat around the holes and waves that could flip it over. The riders sit up front where the view is better.

Finnie Retires

Continued from page 1

So important was the position and the man to the mapping, charting and geodesy functions of the Air Force that soon he was to receive two promotions at the supergrade level. One, to the GS-16 level, came in 1963 and the other, to the GS-17 rank, occurred in 1969.

When the Department of Defense began a reorganization of the military MC&G activities and formed the Defense Mapping Agency, it was Tom Finnie that was called upon to work as one of the eight initial planners who assisted Lt. Gen. Howard Penney in organizing DMA.

As a result of his efforts and expert knowledge, Finnie was named to the GS-18 position of DMA Deputy Director of Management and Technology in 1972. This meant after 22 years in St. Louis he again would return to Washington, D.C., to accept more responsibility and greater challenge.

Over the past two years he has used his great talents to advance

the agency, which he helped create, to higher plateaus of sophistication and technology.

General Penney, on being informed of Finnie's retirement, said that the Department of Defense was losing its most eminent professional in mapping, charting and geodesy, a man whose contributions to national defense have been of great importance.

Tonight a distinguished career closes and quite fittingly Tom and Evelyn Finnie will receive the well deserved praise from those with whom they have come in contact over the years.

Several members of the DMAAC work force will attend the banquet to wish the Finnie's well in their retirement. Col. Donald D. Hawkins, DMAAC Director, will present the retiree a special plaque from the people of DMAAC. The plaque photographically highlights the significant events that took place during Tom Finnie's 22 years in St. Louis.



Federal Fringe Benefits Compare Favorably with Private Sector

Every time you turn around someone is discussing the comparability of Federal salaries. The Federal government is the nation's largest employer. Have you ever wondered how Federal employees' fringe benefits compare with those of employees of other public and private employers?

The U.S. Civil Service Commission has recently completed a study of retirement, life insurance, health benefits, holiday and sick and annual leave programs provided by 25 leading employers.

Recognizing that employers spend benefit dollars in different ways, often providing one benefit at the expense of another, the Commission wanted to find out how the government compares with these other employers on the basis of 6 fringe benefits, individually and overall.

Employer contribution to life insurance, age and service requirements for optional retirement, number of holidays granted each year, health insurance coverage for surgical expenses—these are but a few of the benefit features the CSC

considered.

Various features of the other employers' benefit programs were compared to the Federal counterpart and rates as being comparable to, or more or less liberal than, the Federal. The same determination was made for each benefit and then for the total benefits package. The results may surprise you.

One employer provided retirement benefits more liberal than the government's; 14 provided comparable benefits; 10 provided less liberal benefits;

Three employers provided a holiday, sick and annual leave program more liberal than the government's; 3 provided comparable programs; 19 provided less liberal programs;

One employer provided a health insurance program more liberal than the government's; 7 provided comparable programs; 17 provided less liberal programs;

Five employers provided life insurance programs more liberal than the government's; 3 provided comparable programs; 17 provided less liberal programs.

Overall, of the 25 other em-

ployers included in the sample only the State of New York offers its employees a fringe benefits package that is more liberal than the Federal government's. The benefits packages offered by Baltimore, General Motors, Maryland, St. Louis, and U.S. Steel are comparable to the government package. Within their packages, some individual benefits are more liberal, while others are comparable, and still others are less liberal. A limited benefit feature in one category can be balanced or more than offset by a more liberal feature in another category.

What does all this really mean? To the government, it means the ability to compete with other employers, both in terms of recruiting and retaining the best qualified employees—either on the basis of pay or fringe benefits. To employees themselves, it means having benefit programs at least as good as—if not better than—those offered by the majority of the nation's leading employers.

It means excellent protection for you and your family in case of illness and for your family in case of your death; sufficient leisure time while employed; security in retirement. (Consult your personnel office for detailed information on the fringe benefits to which you are entitled.)

Chappas to NOS

Former DMAAC Director Col. Walter J. Chappas, has accepted a position with the National Ocean Survey in Washington, D.C.

He and his family are now in the process of moving to the capitol area where he will begin work the first of July.

The National Ocean Survey is

Bits And Pieces

From the Black book:

Two significant things happen next week, well actually three now that I think about it. The first is the end of the fiscal year and the

In Sympathy

Frances E. Chandler died Saturday, June 8. She had been at DMAAC since March 31, 1953.



"From the people of DMAAC to Tom and Evelyn Finnie on retirement from Federal Service June 1974."

Lewis Published

Robert Lewis, CD, is the author of an article appearing in the June issue of the Missouri Conservationist.

Titled "The River's Not as Wide", the article recounts Lewis' younger days when he and friends floated the Black River in the Reynolds county area of the state.

For those that float the spring fed rivers of the Ozarks today the article is well worth reading to see the comparison between today and yesteryear. For those that aren't outdoor enthusiasts the article still makes excellent reading as it relates the adventures of three boys on a three day float trip down one of the Ozarks mountain streams.

Seppelin Surveying

Randy Seppelin, Thomas Seppelin's, (RD), son, has elected to follow in his father's footsteps and has accepted a job this summer with the National Geodetic Survey. He will be part of the Level Survey Party in upper New York State. Randy, 19, is a sophomore at Meramec Community College.

Recent Graduate

Capt. Joe Tripp, SO, recently witnessed the graduation of his wife, Jerry, from Washington University where she received her BS degree.

The event culminated three years of night school for Mrs. Tripp who now plans on continuing her education with the possibility of a law degree.

During the three years of schooling Mrs. Tripp was recognized on the Dean's list each year.

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Col. Donald D. Hawkins

Director

David L. Black

Chief, Office of Information
Editor

end of the fiscal year and the beginning of a new one, which for government workers, particularly those in the comptroller area, is equal to the beginning of Spring or the first day of school. The second significant happening is, of course, the Fourth of July marking our nation's birthday and a holiday, which with a little luck can be maneuvered into a four day weekend. The third item and the most important, at least to me, is the beginning of my vacation on July first.

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While I'm away the July 12th edition of the Orientor will be edited by David Touchette, a lendeer from the Graphic Design Branch of Carto. In fact, Dave did most of the work on this issue as a warm-up.

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As a result of my remarks in the column last issue about Lone Elk Park several persons have asked its exact location since it is not shown on the city/county maps. Lone Elk is located on Interstate 44 just west of the Valley Park, Mo. 141 exit. In fact, take that exit to the right and immediately back to the left or west on the service road. Follow the road and you can't miss the park.

-0-

Whether you celebrate the Fourth at Lone Elk or Yellowstone, we remind you that defensive driving is the key to safety. Have a good holiday, see you in a couple of issues.

dlb. . .

The National Ocean Survey is the charting arm of the National Oceanic and Atmospheric Administration under the Department of Commerce.

Promotions

Promotions effected during May included: Rolf W. Andreasen, GS-11; Evelyn H. Bauer, GS-5; Richard A. Burroughs, GS-11; Marianne C. Celeslie, GS-4; Phyllis Y. Cooper, GS-5; Russell T. Cottingham, GS-11; Roe R. Davenport, Jr., GS-12; Linda S. Eisenbach, GS-4; Robert L. Foster, GS-5; Martha M. Franklin, GS-5; Norma J. Gildehaus, WP-4; Beverly A. Jamerison, GS-5; Lawrence B. Kleinkemper, WG-10; Glenda N. McGuire, GS-4; Sue A. Meyer, GS-4; Mary Myles, GS-4; Ruth A. Plafcan, GS-4; Raymond G. Reasoner, GS-11; Bobbie E. Stewart, GS-5; LeRoy G. Sutterfield, GS-12; William Washington, Jr., WS-5; Carla M. Wertenberger, GS-4; Basil J. Williams, GS-11; Harry K. Wright, GS-11; Elizabeth J. Zaitz, GS-11; James L. Zottarella, WG-8.

Fizer Honored

Don Fizer, CDG, was initiated into Phi Theta Kappa, National Scholastic Honor Fraternity, during May. He is presently finishing the requirements for an associate degree in commercial and advertising art at Meramec Community College in Kirkwood.

March 31, 1953 and was assigned as a cartographer to the Compilation Branch of Cartography Department.

She is survived by her husband Norris O. Chandler.

Services were held at Hoffmeister Colonial Mortuary on Tuesday, June 11th.

Jake Nelson, MDAR, died Monday, June 10, 1974. At DMAAC since July 24, 1951, he was a cartographer assigned to the Analytical Planning Branch, Missile Support Department.

Services were held from Wacker-Helderle Chapel on Thursday, June 13, with interment at Sunset Burial Park.

He is survived by his wife Naomi and three sons, Robert, Mark and Matthew.

Spencer P. Hackney, CDFA, died on June 19. He was a cartographer in the Cartography Department and

had been at DMAAC since January 23, 1956.

He is survived by four children and a brother.

Funeral arrangements were incomplete at press time.



Grand Canyon

Continued from page 1

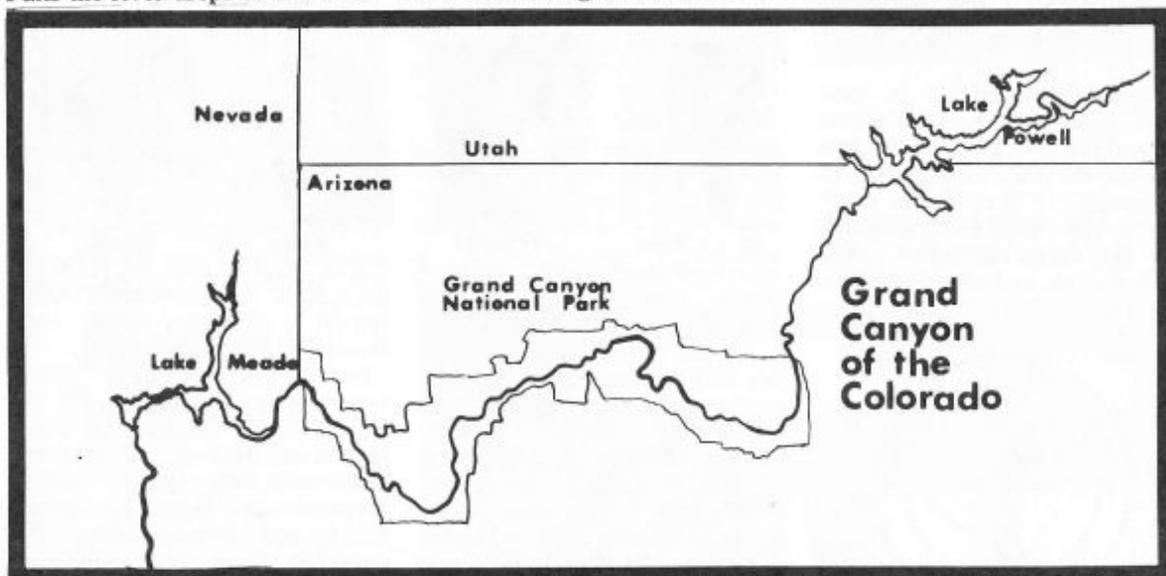
Larry Henning said the trip was just like you thought, with the rapids twisting the boat and often bending the bow of the rubber raft up to a 90 degree angle. In the rapids the waves splashing along side the raft were taller than he was, Larry said. At times all they could see around them were walls of water. Occasionally one of these water walls would collapse on top of them leaving the boat submerged for a second and everyone soaking wet. Being wet was one of the basic rules of the trip, anytime the rafts went through rapids the splashing spray would rapidly soak the riders.

Not all the trip through the Canyon was rapids, much was smoother water, but when they hit white water it was rough. At Lava Falls the river drops 37 feet in 13

pools and waterfalls off the main river. One of the hazards of the journey was sunburn. With the splashing river the riders were constantly wet. If they wore long clothes to keep the sun off them the clothes got wet and they got cold, and if they wore swimming suits, which the sun dried faster, they got sunburned. The choice was between being cold or sunburned.

Space aboard the boat was limited and each passenger was allowed a space the size of a grocery bag to keep his clothes and personal items in for the 9 day journey and another bag to keep his sleeping bag in. The boats carried all the food and drink for the trip on board. A 100 lb. block of dry ice in each boat kept the meat and produce fresh. The drivers and guides did all the cooking. "I ate better on the river than I do in St. Louis," Henning said.

They slept under the stars on the sand bars along the river. The



seconds. This is the spot that last year a man was swept overboard and only his lifejacket recovered.

The second boat in the party was jammed into the Canyon walls by the force of the water and broke one of the 10 pontoons that support

people in the canyon are very ecology minded, all trash is carried out of the park. No sign of the campers is left behind, they even go to the point of building fires on metal pans and burning the toilet paper.

a lifetime." Virginia Kraemer said, "After you accept the fact that the sand is unavoidable you learn to live with it and it's not so bad."

Along the route of the trip they saw big horn sheep, wild deer and



The DMAAC river rats and the other members of their crew wait to shove off. One of the small waterproof bags near the front was all each passenger had to keep all their personal gear in for the entire journey. The gear was lashed to the pontoons while the riders sat between them and hung on wherever they could.

Left, the Colorado River has eroded deeply into the canyon leaving steep and formidable walls with sharp twists and turns.

Below a pair of true river men, on the right the driver/guide George "Bago" Gerhart, who had been on the river for five years, and Larry Henning, who had been on the river nine days.

Photos by Nancy Mallonee



one of the 10 portabos that support it. The rupture caused no problems and was easily fixed by the experienced guides. The voyagers were in good hands, Henning said, his driver had been guiding trips through the canyon for five years.

Throughout the entire trip the days were warm and sunny, but the water was frigid. Coming out of Lake Powell the water was 49 degrees and by the end of the trip had warmed only 9 degrees. The tributaries were warmer and the floaters often swam in the small

the tone paper. The depth of the water coming through the Canyon depends on the amount authorities let through the Lake Powell dam. The level can change rapidly in a short period of time. During one night the river dropped six feet and on another occasion the crew had to get up at four in the morning to move the boats farther up on the bank because the water was rising so fast.

After having sand in his shoes, sleeping bag, food and drinks Henning had, "enough sand to last

saw big horn sheep, and several wild burros. They viewed Indian ruins dug into the walls of the Canyon. The highlight of the trip was the fast and furious water-fights along the way. A trio of streakers even made their appearance after a wine party one evening.

Not everything went perfectly on the journey. The group ran out of beer about two-thirds of the way, however, they got a fresh transfusion from another party on the river, even this ran out the last night.



Early June Retirements

Louis F. Domotor, a writer-editor in the Foreign Clearance Guide Branch in Washington, retired June 3 after 34 1/2 years of federal service, 23 with DMAAC.

Mr. Domotor began his federal career in 1939 as an accounting clerk. In early 1941 he was drafted into the Army and was assigned to the 38th Combat Engineers. After a year and a half in Africa he was reassigned to an intelligence unit at Camp Claiborne, La. He was then sent to intelligence school at Camp David, Md., where he specialized in photography and mapping.

Upon completion of the school Mr. Domotor was assigned to the American Section of Allied Control Commission for Hungary as an Army intelligence specialist. He spent three years in Hungary acting as an interpreter in addition

to his intelligence duties. Much of the time he spent traveling around the country to see that refugees were being allowed to return to their homes in accordance with the terms of the Potsdam Agreement.

While in Hungary Mr. Domotor met and married his wife.

Mr. Domotor returned to Baltimore in 1947 and resumed his employment with the Federal Security Agency. After a year he left the Agency to attend Foreign Service School, receiving a BS degree in 1952. While going to school he worked at the Pentagon for Hq. USAF.

Mr. Domotor joined Det. 1 DMAAC in 1952 as a cartographic technician in the Research Division. He has been a member of the Foreign Clearance Guide Office since 1968.

George A. Hoffman, MDDD, retired on June 14 with over 34 years total Federal service. His career began in the summer of 1939 when he enlisted in the Marine Corps. During World War II he was in charge of a mapping section in Hawaii as part of an



Domotor



Hoffman



Muskopf

engineer battalion of the Fourth Marine Division. He left the Marines in 1946 and several months later resumed his Federal career as a civilian with the Army Map Service in Washington. Mr. Hoffman moved over to the Naval Photographic Interpretation Center in Washington in 1948. He was recalled to active duty in 1951 and served for 17 months as a mapping officer. He returned to his Navy job in Washington until May 1955 when he transferred to DMAAC as a radar intelligence specialist. He was a supervisory cartographer at time of retirement.

When asked about his retirement plans, Mr. Hoffman replied, "I will start a new profession working for a pharmaceutical company in July. Expect to remain in St. Louis."

Joseph R. Muskopf's (FEMM) retirement was effected on June 12 after extended leave. His career began with his induction on April 7, 1943. He served in the South Pacific area for 19 months as a refrigeration/maintenance repairman, receiving his discharge on December 24, 1945. He reported for duty at the then Aeronautical Chart Plant at 12th & Delmar on January 18, 1946 assigned to Civil Engineering as an air conditioning/refrigeration mechanic. He was promoted to utilities operation general foreman in June 1956, the position he held at time of retirement.

Mr. Muskopf said his retirement plans do not include anything spectacular—"just plan to relax, travel some, and stay as active as my physical condition will warrant. I love sports in any field."

County Supervisor Discusses Metropolitan Problems



St. Louis County Supervisor Lawrence K. Roos, center, discusses St. Louis Metropolitan area growth with DMAAC Director Col. Donald Hawkins, right, and St. Louis Air Force Association Chapter president Donald Kuhn. The discussion took place prior to the June 14th AFA meeting at which Roos was the guest speaker.

Rain Doesn't Discourage Research

by Jaunetha Cade

To the tune of "Don't Rain on My Parade," Clay Ancell, General Chairman of Research Department's annual picnic, June 8th, was singing "Don't Rain on My Picnic."

Between the showers, more than 300 families and friends watched or took part in the day's activities. Mary Pollack produced her annual Variety Show starring such notable youngsters as Vickie Hunter, Mark Schmeiding, Pepie Greco, Jeanne Jackson, Jane Mathae, Madelyn Wall and Marie Granberry, Jimmie and Dave Bove, Ann Marie Howard, Ronnie

as one of the outstanding players by completing a double play. The Gravity woman's volleyball team with Mary Linebarger, Pam Young and others managed to slip past RD notables: Sharon Neumann, Jane Mathae, Rose Messinger, Kathy Hunter, Gail Dedic, Joanne Thompson, Carolyn Baehr, Carol Amling, Joan Deem, Sharon Hertel and others.

Savings Bond Drive Successful

The Aerospace Center has once again shown its support for the U.S. Savings Bond program as indicated by the final figures for this year's campaign, according to Roy Schuttenhelm, POX. As of May 31, the last day of the campaign period, 143 employees had joined the payroll savings plan, with a dollar allotment of over \$1900 per pay period. Also, 202 employees had increased their allotment and 2070 of the Center's employees are now participants, a participation rate of 62%, and an increase of approximately 8% over pre-campaign figures. Increased allotments showed even a better gain with approximately an 11% increase over initial figures.

Significant increases in new participants were recorded by PO, FE and CD, CM, PO, AD, PP and MD led the way respectively in percentage of increase in allotments. The OI/IG combination is the only area to attain 100% participation, and are followed by CM, PO and MD.



Navigation System

Use Space Satellites

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Sanders



Steinmann



de La Pena



Lorkowski



Peres



Stender

Performance and service awards were received by the DMAACers pictured. Those shown in the first three rows received pins and certificates for 20 years continuous Federal service. From left to right: Richard L. Trapp, FEMS; Warren L. Kellems, FEMM; Wendell L. Hammons, PPTT; Carl R. Maguire, AAP; Archie D. Holden, ADFC; Donald A. Agne, CDCM; Donald H. Byers, DCDN; Spencer P. Hackney,

CDCG; Earl C. Hill, Jr., CDCA; Bernard L. Mazurkiewicz, CDSA; Harold L. Sanders, CDIE; and Donald H. Steinmann, CDIS.

Performance awards were received by: Edward E. de La Pena, CDIB, Outstanding Performance Rating; Geraldine Lorkowski, POS, Quality Salary Increase; and James E. Peres, ADFC, and Norma Stender AD, received Sustained Superior Performance awards.

Chargers

Win Tourney

Dove, Ann Marie Howard, Ronnie Breville, and Johnny Paul Dersch.

There was so much talent that the Committee decided to award prizes to all the participants.

Tammy Tancock kept the cotton candy moving as Andy Gilliam, (retired from DMAAC,) entertained by playing his guitar and singing folk songs.

Under the skillful management of Darryl Crumpton, the Sports Activities got underway between showers.

Gravity's men softball team managed to upset RD, Tom Seppelin's team. In the softball game, Sharon Neumann emerged

RDS men's volleyball team led by Cliff Youngstrom, Tom Deem, Bart Higgins, Robert Messinger, Jesse Swart, Robert Dedic, Darryl Crumpton, Art Schmeiding, Jerry Crump and Ernie Miller, defeated RD "Temporary Staffer's Team" led by Col. C. B. Goldacker to win the Volleyball Championship.

RD after tying RDN won the Frizbee Toss and walked away with the Top Dog Trophy for 1974.

When Larry Carroll agreed to head the entertainment committee, little did anyone realize that they would be dancing to the music of "The Towers of Magic," with Mark Carroll on base guitar.



Swinging in the rain at Research Picnic.

Uses Space Satellites

Tomorrow's servicemen may benefit from an improved method of worldwide navigation using satellites currently under development at the Space and Missile Systems Organization.

Called the Global Positioning System, or GPS, the space-based project is designed to satisfy future precision navigation needs for all military services. It will enable forces to tell their positions anywhere in the world within an accuracy of 30 feet. Full operation is expected by 1984.

Officials see adaptability of GPS to its aircraft, helicopters, ground vehicles and maritime operations in addition to the traditional foot soldier.

The Armed Forces have been looking for a system that has worldwide capability for accurate positioning under all conditions of terrain, weather, and lighting. Overall, GPS offers the first real promise of such a system.

At present a map and compass are the primary navigation tools. A tactical map can vary in scale, while the compass has probably a 1-to-3-degree reading accuracy. But what happens in a jungle or night environment? The Global Positioning System will provide information instantly, anywhere in the world, just by turning on a receiver. Position fixing is possible in any kind of weather—on a common grid map.

Cost constraints will ultimately determine at what level the navigation equipment can be placed. Costs could limit the equipment deployment to long range reconnaissance patrols, and to higher command units.

Development of the Satellite Navigation Program by the Joint Service Program Office offers the possibility of answering problems necessitated by Defense operations around the clock anywhere in the world.

Military Pay

The long awaited retroactive pay, due Air Force military members for Oct. 1 through Dec. 31, 1972 is on the way. The military pay will be forthcoming starting with mid-month pay in July, according to Air Force accounting and finance center officials. Officials said that military members presently on active duty will

receive their back pay within the next 45 to 90 days, with the earliest payment being made July 15. Military members who retired after Oct. 1, 1972 will receive pay for the retroactive period within the next 30 to 60 days. Lump sum leave adjustments will be made by Nov. 1 for both active-duty and retired.

Win Tourney

by George Brown

The Chargers won the Memorial Day Weekend Industrial Slow Pitch Tournament, sponsored by the Municipal Softball Association. After beating Stark Bros. Printing Co. 11-6, the Chargers were sent to the losers bracket by the Hager Hinge Co. 10-4. The Chargers bounced back and crushed Stark Bros. Printing Co. 19-4 in five innings, thereby earning another shot at the Hager Hinge Co. in the finals. In order to win the tournament, the Chargers had to beat the Haeger Hinge Co., two games in succession.

The powerful Chargers were equal to the task and beat the Haeger Hinge Co. 5-3 and 8-7 to win the tournament. The last four games were played in succession and after the games were over many players were bruised and sore but I am sure the end result was worth the overall effort. In addition to receiving a large trophy for 1st place, each player received an individual trophy.

The team members are: Captain-Livingston Sykes, Lafayette Gatewood, Noble Ladd, Charles Trimble, James Brannon, William Guse, William Reeb, Lonzell Williams, Phillip Foster, George Truss, James Williams, John Fletcher, Titus Hastie, David Brodrigg, Donald White, John Betts and manager George F. Brown.