

Technical Exchange Briefings Held in Washington

Forty-four senior technical officials, representing ten U.S. Government agencies, attended Technical Exchange Briefings at the DMA Topographic Center on February 2nd and 3rd.

The National Ocean Survey (NOS) hosted a continuation of the briefings at the NOAA Headquarters in Rockville, Md., on February 4th and the briefings were concluded at the U.S. Geological Survey (USGS) National Center in Reston, Va., on February 5th.

Attending from the Aerospace Center were Colonel St. Clair and Lawrence Ayers.

This was the most recent of a series of Technical Exchange Briefings resulting from a 1967 Bureau of the Budget suggestion that DoD initiate a Technical Exchange Program which would update civilian MC & G agencies of the federal government on

technology. The last previous exchange took place in 1971-72, and involved programs arranged by DIA (MC), the MC & G elements of the Military Departments, the U.S. Geological Survey (USGS), and the National Ocean Survey (NOS).

Current travel restrictions, and other economic pressures dictated that this year's briefings be limited to Washington area facilities.

Agencies represented at the briefings included: The Defense Mapping Agency, National Ocean Survey, U.S. Geological Survey, Forest Service, Soil Conservation Service, National Aeronautics and Space Administration, Department of State, Office of Management and Budget, Central Intelligence Agency, Tennessee Valley Authority, National Academy of Sciences, and the Bureau of Land Management.

Carpool Record Questioned

The article in the last issue of the *Orienteer* concerning a possible carpool record has been the subject of correspondence recently. At press time two other carpools have made a claim to the record.

Orville Heim, ADDS, reports his carpool, which includes Bunnell Petry, RDP, Walter Luber, CDCA, Eldon Kiraly, MDD, has been in operation for over 20 years, since January 1956. Act-

1st Patrolman of Year Selected



Orienteer

DEFENSE MAPPING AGENCY AEROSPACE CENTER

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Flexitime Trial Period Now Underway at Center

The new concept in employee work hours—Flexitime—went into effect at the Aerospace Center, St. Louis this week with the majority of employees "Flexing."

The first week was not without its problems and confusion as was expected with any major innovation involving starting and quitting times.

In an address to all employees prior to the beginning of Flexitime, Col. James St. Clair, DMAAC Director, discussed the concept of the program and the potential benefits and problems.

"I feel the program offers a great many benefits both to employees and managers," said the colonel. "I also know that there will be some problem areas. But those problems can be overcome if we have complete cooperation from all of us."

DMAAC has been selected as the test Center for the Defense Mapping Agency. A 180 day evaluation period has been identified to test the program and gather statistical data to be used in evaluating the program's merits.

Under Flexitime, employees, who have not been excluded from the test program, will be required to be at work between the hours of 9:00 a.m. and 3:00 p.m. This time is known as Core Time. To complete their eight



elect to begin work sometime between 6:30 a.m. and 9:00 a.m. They must complete their eight hours no later than 5:30 p.m.

A flexible lunch period has also been instituted which allows the employee to take either a 30, 45 or 60 minute lunch period between the hours of 11:00 a.m. and 12:30 p.m.

Using the flexible starting time and lunch hour the employee would compute his quitting time based on starting time and amount of lunch period

Complete information on the program was disseminated to employees in the form of a question and answer booklet on Flexitime. This booklet augmented the briefings given by the Director and Deputy Director and instructional data provided by supervisors.

Employees normally excluded under the program were those on machine-oriented rotating shift assignments or other situations requiring mandatory presence of an employee at his duty station

been in operation for over 20 years, since January 1956. Actually, this had been a 6-man carpool for all of that time, with only 2 personnel changes. The new guys are Herbert Durbin, ADDS, (8 years) and Eugene Seals, RDLA, (16 years).

They drive daily from Highland, Ill. In the 20 years they compute to have amassed a total of half a million highway miles or three million man miles.

Our claim for the record was submitted by John Wilson, CDCN, who claims to know a carpool which has been in existence since August 1950.

The carpool originated in the Webster Groves area and took Clement Henry, Violet Wilkinson, Horace Graf and Walter Zimpleman to 12th and Delmar (DMAAC's old location) and subsequently to 2nd and Arsenal streets when the chart plant moved.

Since that time Horace Graf and Walter Zimpleman have retired leaving Clem Henry and Vi Wilkinson still riding together.

As all good things must. . . . this carpool came to an end last Friday with the retirement of both Vi and Clem.

If you think you can top this let us know.



Benny W. Barbee has been selected the first DMAAC Security Patrolman of the Year in competition just completed.

Barbee was awarded the honor as a result of close competition among four finalists in the program.

His outstanding performance throughout the year, primarily at South Annex, greatly enhanced the image of the DMAAC security forces, according to Capt. Marion Brown, chief of the Security Police Division.

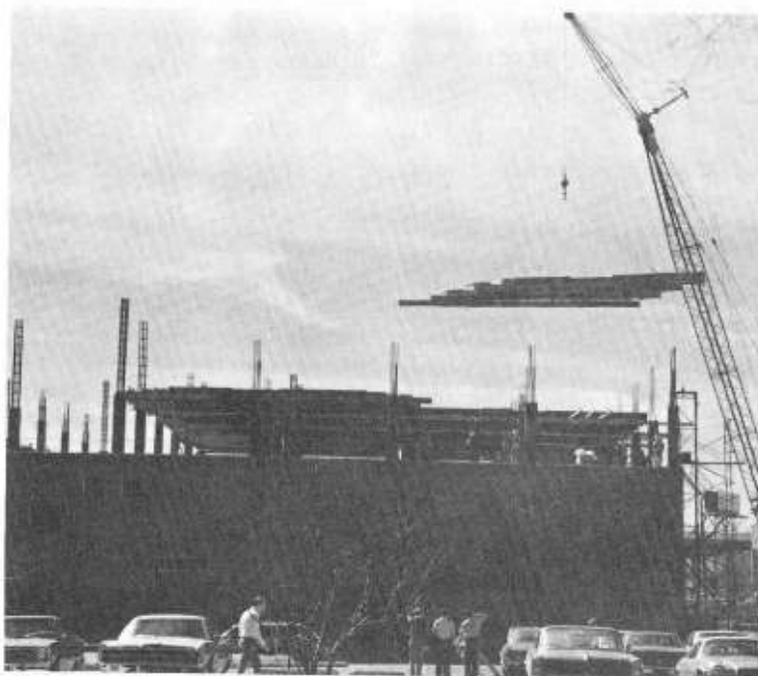
Barbee received many commendations, both oral and written, for his leadership ability and the cooperative and courteous attitude displayed in the performance of his duties.

All those who had been selected for the patrolman of the month honor competed in the competition.

Time. To complete their eight hours working day they may

ting time based on starting time and amount of lunch period taken.

Things are Looking Up



Things are looking up, at least for the sidewalk superintendents at the Aerospace Center, as the new wing construction begins to take shape. In this photo the forms are being placed which will eventually be used to make the third floor.

Nelson Nominated For Air College



James Nelson, PRRN, has been selected by DMA for nomination to attend the Air War College at the Air University, Maxwell AFB, Ala., next school year.

Nelson has been with the government for over 24 years and at the Aerospace Center since 1955. Prior to DMAAC he was with the Army Map Service in the early 50's and then served in the Korean Conflict during the mid-50's.

He presently serves as a program manager in the Aerospace Navigation Data Branch, Requirements Division, Directorate of Plans, Requirements and Technology.

His nomination is now being considered by the Air War College.

Buy Bonds Through Payroll Deduction

UNIFORMS LACK UNIFORMITY

By David F. Barr, MAC Office of Information



Revolutionary War

Since our nation's beginnings, military people have been proud of their uniforms. The uniform always has set the wearer apart as someone special. But pride is the only thing about the uniform which has not changed in those 200 years — and changes are still taking place.

Some officers still talk of the "pinks" which were worn from 1938 until 1954, and of the "50-mission crush" hat.

Enlisted people will discuss the pros and cons of the one-piece fatigues (a coverall), the bush jacket with its shorts and knee-length wool stockings, and the color switch from brown to blue in the winter uniforms. Both groups may fail to mention the open brass belt buckle or the garrison cap which was pulled onto a billed frame, khaki in the summer and wool in the winter.

Uniform changes are nothing new in the Air Force and certainly far from new in the Air

Force's ancestral service, the U.S. Army.

In 1776, Congress authorized Gen. George Washington to raise an army and create a uniform. He did both. The uniform he created was modeled after the British uniform in that it had a coat with tails and the hat was tricornered. The big difference was that where the British wore red, colonists wore blue.

The uniform design created by General Washington lasted 34 years before the changes began.

Many soldiers felt the colonial uniform coat was deficient. They claimed it snagged during forest fighting and that the three-cornered hat offered too little protection from the sun and rain. They further grumbled that the stiff collar on the coat hindered normal breathing.

The men's claims were valid, which accounts for why the American Army of that day included men in buckskins and

practically everything else.

By the 1830's and '40s, uniforms were even more diverse. Infantry wore blue; artillery blue and red; and in the Far West the men sometimes wore no uniform, as such, but whatever they could get.

In 1850 came a new breed of uniform. Dragoons, or Mounted Rangers, wore plumed shakos and long-tailed coats. They became the first to wear mustachios, and even long flowing hair, rings in their ears and pistols in their belts. They called themselves soldiers, but the people suspected them of being little more than bandits.

The Civil War brought uniform changes that lightened the soldier's load. The uniform was a loose blouse of blue cotton, a dark blue coat and lighter blue trousers. Cavalrymen altered this uniform to meet the needs of mounted men — then added a splash of color by wearing bright red neckerchiefs.

During the Spanish-American War, when our soldiers first left their own shores to fight in the Philippine Islands, they adopted the khaki. Khaki, meaning "dust colored," was originally worn in India by the British back in 1878 and was such an excellent camouflage that we accepted it.

When World War I came, the olive-drab uniform of thick wool was used. Although it appeared to be a punishment, it was ideal for what the doughboys met in France. In the freezing mud, the men appreciated the warm wool

Around 1930 came a neat cotton uniform designed for summer wear called the "sun tan." It was popular with everyone and led to the aforementioned "pink".

As the roles of war changed and became more diversified, so did uniforms. Along came baggy-pants fatigues used by paratroopers. From these the enemy even came to know the men as "the devils in baggy pants." Other new items were laced boots and fleecelined leather jackets for flyers.

The entry of women into military service brought more uniform items. Their World War II uniforms were mainly the same color as those of the man, but within five years they adopted a uniform designed by Hattie Carnegie. Today, the women await the approved pant suit which will give them the "newest look" and the stylish freedom needed in the expanded career opportunities now offered by the Air Force.

The new long-sleeve, lightweight shirt about to make the Air Force scene will give this service a European look — epaulets on the shoulders. Enlisted people will continue to wear stripes on the sleeves and officers' rank will go on the epaulets.

The word "uniform" is defined as "identical, without variation in detail, consistent, unvarying." A look over the shoulder at American history makes one think that the American military uniform is anything

AGU Changes Officers

The American Geophysical Union met in the DMAAC Dining Hall on February 18 for its annual business meeting. John Finklang, the outgoing president, officiated. The officers for calendar year 1976 are:

President — Father William Stauder S.J., Dean, St. Louis

Stickiness Pays

We have all heard the story of the tortoise and the hare, and how it exemplifies the virtue of stick-to-itiveness. We have another example here at DMAAC in the Techniques Office of the Cartography Department in the person of Gene D. Knight.

On January 4, Gene received the degree of Bachelor of General Studies from the University of Missouri, St. Louis. The General

allow academic credit for relevant vocational experience.

Gene's personal emphasis area was Technical Development and Management, which is no surprise considering Gene's involvement in Cartography Department's efforts related to the Advanced Cartographic System development.

What does all this have to do with Stick-to-itiveness? Well, in

Stauder S.J., Dean, St. Louis University Graduate School
 President-Elect — Mr. Louis Greco, Chief, Gravity Evaluation Branch/DMAAC
 Secretary — Mr. J. Edward Jones, Geodesist, Geodetic and Geophysical Products Branch/DMAAC
 Treasurer — Mr. John Dersch, Geodesist, Gravity Evaluation Branch/DMAAC

The program consisted of a slide presentation "Visiting with the British Antarctic Survey During IGY 1961." Finklang gave a pleasant accounting of his visit, sparkled with humorous asides. His slides were interesting, informative, and gave insight into problems encountered in the hostile Antarctic climate.

401st Reunion

The second reunion of the 401st Bombardment Group (H) Assn., Inc. will be held in Cambridge, England, June 14 thru the 18th, 1976. All those who used to belong to this group during World War II are invited to attend. For more information, call Ike Ropez, RDSLSA, Ext. 4174.

Missouri, St. Louis. The General Studies program is relatively new at UMSL and Gene is one of the first to receive this degree. Only six degrees were awarded at the January commencement exercises.

The UMSL Program permits students to be flexible in determining a course of study and can

with Stick-to-itiveness? Well, in Gene's own words: "I have been working towards this degree ever since my graduation from high school and that was in 1945." Those of us who know Gene also know this is literally true. However, he did cut in the afterburner a bit this last two years and finished going away.

Raglin Receives Guard Honor

Senior Master Sergeant Clyde A. Raglin, H.Q. 157th Tactical Control Group, Missouri Air National Guard, was recently the recipient of the coveted Missouri National Guard Commendation Ribbon.

Raglin is employed by DMAAC in the Directorate of Logistics.

He received his award for extraordinary achievement in the performance of duty with his section of assignment at the Guard Base in Jefferson Barracks.

men appreciated the warm wool uniform and hobnail boots they had been issued.

ican military uniform is anything but uniform. This too is part of our American heritage.

Calendar of Events

MARCH	EVENT	WHERE	INFO
9	FBA Lunch & Meeting	Carpenters Hall	D.Black/4142
10	ASP Meeting	Dining Hall	C. Triggs/4043
11	DMAAC Women's Club	Lombardo's	Mrs. J. Johnson/535-7647
17	ST. PATRICK'S DAY		
19	BLOODMOBILE	Bldg. 25, 2d & Arsenal	R. Freeland/8364
25	ION Meeting	Yacovelli's	J. Flaherty/4901
APRIL			
4	Assn. of Litho Club	Salad Bowl	L. Held/4846

Contact Shirley Sostman/4563, to have your April events listed.

Hardship Parking

Registration

Required In

April

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Col. James H. St. Clair
 Director

David L. Black
 Chief, Public Affairs Office
 Editor



**NATIONAL
 POISON
 PREVENTION
 WEEK**
 MARCH 21-27, 1976

Bicentennial Plans Begin to Show

Some of the first actions to prepare the Center for the Bicentennial Celebration on May 15th are beginning to show as is indicated in these photos.

In addition to the monument and flagpole work many other actions are taking place behind the scenes as Departments prepare for the open house at Second Street and South Annex. A special tour is being developed in conjunction with the open house which would provide all visitors with a complete walk-through briefing and demonstration of the

many varied products produced by the Center and professional skills required to complete the requirements.

Distinguished guests, including the Governor of Missouri, have been invited to attend the dedication ceremonies on May 15th which will officially dedicate the historic St. Louis Arsenal as a National Historic Place. A special plaque has been donated to the Center by the professional and technical societies to commemorate the occasion.

Special events and demon-

strations are being planned for the entire day. These will include marching bands, choral concerts, drill teams, etc. Concession stands will be available at both installations. Shuttle bus service is being planned between South Annex and 2nd Street.

Early surveys have indicated that approximately 15,000 persons can be expected for the dedication and open house. Employees will be able to bring their families and friends in the first open house of its kind in the recent history of the Center.



Contract workers smooth freshly poured cement around the historical marker site and flagpole. The area is being developed in coordination with the bicentennial plans of the Center. A special plaque, provided by the Aerospace Center technical and professional societies, will be attached to the monument base during bicentennial ceremonies May 15. Missouri Governor Bond has been invited to make the dedication of the Old St. Louis Arsenal as a National Historic Place.



With assistance from the U.S. Army Corps of Engineers and their

Litwa Honored By Friends at Retirement

Albert P. Litwa, ADDE was honored by his many friends at a luncheon February 26.



the Berlin Crisis and while attending the Air War College in 1968.

luncheon February 26.

Colonel Robert C. Burns, Deputy Director, presented him with a plaque in recognition of his civilian service.

Al's responsibility and use of Flight Information products goes back to his early military service. He entered Federal service in August 1942 in the Army Air Corps and received his commission in December 1944 through the Aviation Cadet Program. After completing navigation, radar and bombardier schools he was assigned to B-29's. After WWII, he returned to civilian status for a short period and rejoined the Air Force in 1947, as a Ground Controlled Approach Operator. Al had been an operational user of FLIPs, but in 1948 he was assigned responsibility for the Caribbean and South America Radio Facility Charts as it was known in those days. The Berlin Airlift caused him to be transferred to Germany, where in addition to his flying duties, he was assigned responsibility for production of the Europe Radio Facility Charts.

He was assigned to the Chart



Center Hq in Washington in April 1951 while on active duty and was designated to organize and command the first Aeronautical Chart and Information Office in Europe. He returned to the headquarters which moved to St. Louis in 1952 when he became chief of the FLIP Branch in the Requirements Division.

Al reverted to civilian status in 1953 and has been in continuous service except for two brief periods when he was recalled to active duty in 1961 during

1968.

He held two major civilian positions while at DMAAC. He was program manager in the Flight Information Publications Branch, Requirements Division until August 1969 when he was reassigned to the Aeronautical Information Department as Chief of the Europe, Africa, and Middle East Branch, Data Reduction Division.

Colonel Litwa joined the Missouri Air National Guard in 1955 and was initially assigned crew duty on B-29's. His present position is Deputy Chief of Staff, Air for the State of Missouri.

In addition to his duties at the Center and the Air National Guard, Al earned a Bachelor of Arts Degree in 1975.

Al and Marie expect to remain in the St. Louis area for a while until they find an area with warm climate to their choosing with good golf courses. In the meantime, they plan to travel and visit friends throughout the country playing the many interesting golf courses along the way.

With assistance from the U.S. Army Corps of Engineers and their crane, employees of the DMAAC Facilities Engineers began to take down the flag pole for painting.

The SPIRIT of 1776 AMERICA 1976

Without weather central to consult, our colonial forefathers used their own sight observations to predict the weather. Major William T. Higham, an Air Force weather squadron commander in Oklahoma, chronicles a few of their old weather clues.

Watch the sky for what are called "mare's tails." These, appearing after clear weather, show the track of the wind in the sky. A rosy sunset predicts fair weather. A red sky in the morning foretells bad weather. A gray sky in the morning means fine weather. If the first streaks of light at dawn are seen above a bank of clouds, look out for wind; if they are close to, or on, the horizon, the weather will be fair. In general, soft, delicate colors in the sky, with indefinite forms of clouds, mean fair weather; gaudy, unusual colors, and hard edged clouds mean rain, and probably wind.

A dark, gloomy, blue sky is windy; but a bright, light blue sky indicates fine weather. Generally the softer the clouds look the less wind (but perhaps more rain) may be expected; and the more "greasy", rolled, tufted, or ragged they look, the stronger the coming wind will prove.

A bright yellow sky at sunset means wind; a pale yellow, wet; orange or copper-colored, wind and rain.

'Deuce' to Make Bicentennial Comeback

Secretary of the Treasury William E. Simon has announced the reissuance of the \$2 bill as a Federal Reserve Note, Series 1976. The new note will be issued on April 13, 1976 (Thomas Jefferson's birthday), and will feature an engraving of Thomas Jefferson from a portrait painted in the early 1800's by Gilbert Stuart. The back of the note will incorporate a rendition of "The Signing of the Declaration of Independence", painted by John Trumbull during the post-Revolutionary War period, and which now hangs in the Trumbull Gallery at Yale University.

James Conlon, Director of the Treasury's Bureau of Engraving and Printing, estimated the new \$2 note will result in a savings of \$4-7 million per year in printing of \$1 notes.

An average of 1.6 billion one dollar notes are printed per

year, which accounts for 55-60 per cent of the total volume of currency printed. The new \$2 note is expected to replace about one-half of the "ones" in circulation over a period of the next several years. Conlon emphasized that the new note would be printed in sufficient volume, 400 million per year, to assure wide availability. This production volume is sixty times greater than the average annual production of the previous \$2 U.S. note, last issued in 1966.

The two-dollar bill was first issued as U.S. currency in 1862, and in subsequent years the bills were issued under a variety of authorities as U.S. Notes, Silver Certificates, Treasury Notes, and National Currency, using a number of different portraits. A relatively small number of \$2 notes were produced annually until Au-

gust 10, 1966, when the Treasury Department announced that the printing of the bill would be discontinued.

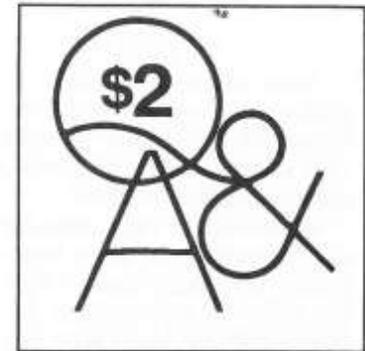
The authority to determine the denomination and design of all U.S. currency is given to the Secretary of the Treasury through the Federal Reserve Act as passed by Congress in 1913.

In announcing the reissue, Secretary Simon stated that "the American people are the key to the success of this program. The reissue of the \$2 bill can add a new convenience to our currency system and help in reducing the cost of government."

"While the design of the new note is consistent with the Nation's bicentennial", the Secretary added, "it is not solely a bicentennial commemorative, but rather the two-dollar bill fulfills a permanent and prac-

cal role in the use of American currency. Additionally, as two-dollar bills gradually come to be substituted for ones, fewer pieces of currency will need to be carried by individuals and small cash transactions will be greatly facilitated."

John Warner, Administrator of the American Revolution Bicentennial Administration, said, "With the reissue of the \$2 bill bearing the portrait of Thomas Jefferson and the signing of the Declaration of Independence we continue to reaffirm our pride in this document—the touchstone for the definition of America. The circulation of this new bill during our 200th anniversary year of the signing of the Declaration of Independence will serve as a continuing reminder to all of the courageous men who gave as a legacy which we now pass on to Americans in our Century III."



Q: Is the \$2 bill intended to become a permanent addition to our currency?

A: The \$2 note will be a permanent, useful part of American currency and will be printed in sufficient volume to assure its availability.

Q: Why will the \$2 bill be accepted by the public now when it was not accepted before?

A: The Harvard Business School study, which included a nationwide Harris poll, clearly indicated that the public would be receptive to the new \$2 bill. Previous lack of acceptance was primarily due to the relatively small number of bills available.

Q: How many old \$2 bills are still outstanding?

A: There are approximately \$135,288,000 of \$2 bills outstanding from all previous issues.

Q: What is the life-span of a \$1 bill?

A: The average life for the \$1 and \$5 bills is 18 months and three years, respectively. Old bills are returned for destruction by incineration or maceration (pulping).

Q: What is the \$2 bill currently worth as a collector's

Easy Flexitime Computing Chart

(Quitting Time Based on Starting Time And Length of Lunch Hour)

Starting Time	30 Min Lunch	45 Min Lunch	60 Min Lunch
0630	1500	1515	1530
0635	1505	1520	1535
0640	1510	1525	1540
0645	1515	1530	1545
0650	1520	1535	1550



0645	1515	1530	1545
0650	1520	1535	1550
0655	1525	1540	1555
0700	1530	1545	1600
0705	1535	1550	1605
0710	1540	1555	1610
0715	1545	1600	1615
0720	1550	1605	1620
0725	1555	1610	1625
0730	1600	1615	1630
0735	1605	1620	1635
0740	1610	1625	1640
0745	1615	1630	1645

Starting Time	30 Min Lunch	45 Min Lunch	60 Min Lunch
0750	1620	1635	1650
0755	1625	1640	1655
0800	1630	1645	1700
0805	1635	1650	1705
0810	1640	1655	1710
0815	1645	1700	1715
0820	1650	1705	1720
0825	1655	1710	1725
0830	1700	1715	1730
0835	1705	1720	
0840	1710	1725	
0845	1715	1730	
0850	1720		
0855	1725		
0900	1730		



Two sides of new \$2 bill.

Footnotes in History

Fire Fighting at The Old Arsenal

There is in the National Archives a copy of a letter dated January 11, 1842, written by the commander of the St. Louis Arsenal, Captain William H. Bell, to the Chief of Ordnance in Washington, D.C., which addresses the subject of fire protection at the Arsenal.

In the letter we learn that the Arsenal possessed one fire engine which had the following characteristics: 7 feet long, 2 feet 4 inches wide, 2 feet 10 inches high; worked by 2 cranks each of 16 inch sweep in rotary motion; diameter of cylinder 8 inches, length 9 inches; would throw a stream of water 30 feet.

In his letter the captain com-

plained that the engine was inefficient because while you could employ eight men usefully on it, if more men tried to operate it, the whole contraption would rise from the ground and become totally useless.

Captain Bell also reported that there were 30 wooden fire buckets at the Post and 3 large ladders together with 50 feet of 2¼ inch diameter hose. He virtuously reported to his commander that all this equipment had been "tested by practice once a month" since his arrival at the Post in 1840.

Eat your heart out, present Fire Chief Leahy.

Q: What is the \$2 bill currently worth as a collector's item?

A: The Treasury Department does not set a collector's value for any currency or coin. The numismatic value of the \$2 bill is determined by the collectors, current marketplace price. The reissuance of the \$2 bill is not expected to affect the value of any notes now held by collectors.

Q: What kind of impact will the new bill have on our economy?

A: There will be a positive impact on the U.S. economy since every American, by demanding and using the \$2 note, can participate in lowering government costs.

Q: Are prices expected to rise in conjunction with the \$2 bill. For example, will \$1.85 items now cost \$2.00?

A: Commercial pricing is not generally predicated on the availability of a new currency. The \$2 bill does not alter the consumers' capacity to purchase but it will increase efficiency as twos are gradually substituted for ones.