Springtime is savings bond time

It's the month of May and once again time to be thinking of saving. Dr. Hans Mark, Ames Director, appointed Alvin Hertzog, Assistant Director of Administration for Management Analysis, to be the 1974 U.S. Savings Bond Drive Coordinator. The campaign will take place during May. Each Ames employee will be requested to appoint a division coordinator in addition to canvassers for approximately every 30 employees.

Hertzog reminds Ames employees that, "The interest rate of Savings Bonds has been increased to 6%. Bonds have real tax savings when used for education of your children or for retirement purposes."

Use of satellite in flood monitor

A versatile satellite that has been found effective in studying Earth's resources over land and sea is also proving its usefulness for flood monitoring. That is the conclusion of NASA scientists at Goddard Space Flight Center and U.S. Geological Survey scientists who studied satellite pictures of the Mississippi River Basin taken during, during, and after the 1973 floods.

Pictures were returned by the imaging sensors on board the Earth Resources Technology Satellite-1 (ERTS-1) launched by NASA into a 570 mile polar orbit in July 1972. The overall conclusion of the scientists is that repetitive satellite imagery is an effective, economical and accurate tool for flood monitoring.

"Never before has such a complete picture of flooding on a major stream been observed as was the case with ERTS-1 observations of the Spring 1973 Mississippi River flood," reported the Goddard men, Albert Rango and A. T. Anderson.

They found:
* By having a comprehensive picture of flooding over the whole river valley, areas of maximum flooding extent can be determined, thus focusing initial relief efforts on those hardest hit areas without having to wait for incomplete reports from various sources.
* Locations where additional flood control works may be necessary in the future are easily seen on the ERTS pictures by observing, for example, that flooding was more extensive on the Mississippi River tributaries than on the main stem. (Continued on Page 2)

Solution sought for aircraft noise level

The noise of today's jet aircraft engines is often very disconcerting and annoying to people living in communities surrounding an airport such as San Francisco's International Airport or San Jose's Municipal Airport. Conversations stop, ears ring, and nerves shatter when an aircraft takes off and becomes airborne. Citizens have consequently become concerned about the noise (and pollution) level of today's commercial airlines. They have demanded that something be done to reduce the noise level.

Many government agencies have responded to public concern within the past three or four years and have consequently established basic noise research projects.

The Federal Aviation Agency (FAA) will soon be requiring military and commercial aircraft to meet stringent noise regulations. Ames is one of the many government agencies selected to perform basic noise research. Some of Ames work is being done within the Aeronautical Structural Branch by the "Aerodynamics Research Group" which is headed by Dr. Sanford Davis. Other group members include Ames employees Lyndell King and I. R. (Bob) Schwartz, National Research Council (NRC) Fellow Al Wenzel, Assistant Professor at the University of Miami; and University of Santa Clara professor Dr. Dah Yu Cheng.

The program currently involves five tasks which are essentially centered around studying the mechanisms involving the generation of noise and how to suppress the noise, i.e., noise reduction of aircraft. Research is currently in progress on the problem of noise transmission through ducts with compressible mean flows. Small-scale experiments are planned in order to validate various theoretical predictions for reducing noise transmission from ducts.

Now that modern technology has quieted the jet engine, the noise from the 50,000 cubic feet per minute.

King is heavily involved with the third task which includes formulating an efficient computer program for calculating the effects of duct lining, area variations, and steady flow on the sound field emitted by an engine-nacelle combination. The computer program will serve as a useful tool for engine designers who must assess the effects of individual engine components or acoustic treatments on the entire engine-nacelle system.

Schwartz is mainly concerned with the program task which will determine the noise suppression potential of swirling flow on both hot and cold jet flows with induced temperature and density gradients. Results of preliminary experiments conducted in 1973 have shown that the noise emitted by a small fan jet engine can be reduced by swirling the jet exhaust. Tests are currently in progress using full size engines to fully assess the merits of this technique for noise reduction.

In many cases, atmospheric turbulence has a measurable effect on the propagation of aircraft noise. The tur- (Continued on Page 2)

Kourtides plans conference

Demetrius A. Kourtides, Technical Assistant to the Chief, Chemical Research Projects Office, was cited in "Plastics Engineering" magazine for his voluntary contributions in helping to plan the Plastics Engineering Society's Annual Technical Conference (ANTEC), scheduled for May 13-16 at the San Francisco Hilton hotel. Kourtides worked with George P. Koo of the Stanford Research Institute in planning this year's ANTEC.

"Plastics Engineering" is the official publication of the 17,000-member international Society of Plastics Engineers. Both men are vice technical chairman of the ANTEC, which is expected to attract 2,000 plastics engineers and scientists from many parts of the world.

Kourtides performs chemical engineering and technical management functions on research and development projects. He has published a NASA Technical Memorandum on "Function, Accomplishments, and Programs," and has authored other technical publications.

Dr. John A. Parker, Chief of the Chemical Research Projects Office here at Ames, is the technical program chairman for ANTEC this year.
The Galileo Memorial Scholarship Program was established by the San Francisco section of the American Institute of Aeronautics and Astronautics and the Ames Research Center shortly after the Conrail 990 Galileo accident on April 12. The scholarship program is set up to assist and encourage high school seniors to pursue careers in engineering, mathematics, or the physical or natural sciences and is a memorial to the eleven men who perished with the aircraft.

At least one $5000 scholarship will be awarded annually.

This year’s scholarship was open to high school seniors who were either residents of San Francisco, San Mateo, Santa Clara, or Santa Cruz Counties or children of Ames Research Center career employees, retirees, on-site support service contract employees, or Galileo crew members. There were over 60 applicants to the scholarship this year. Five finalists have been chosen. Next week, one of the five finalists will be selected to receive the scholarship for 1974. This year’s Selection Committee includes the following people: Mamoru Inouye, AMS; Robert Cameron, SSO; Earl Watson, FAA; and James Mulkerin, Lockheed.

The Selection Committee will determine the winner of the Scholarship on the basis of the following items:

1. An essay, limited to 1200 words, which describes the career that the applicant intends to pursue and the proposed course of study in engineering, mathematics, or the physical or natural sciences. Explain the motivation for the choice, describe any special interests, and the accomplishments expected.
2. Scholastic standing as determined by grade-point average and/or Scholastic Aptitude or other college entrance test scores.
3. Letter of recommendation from a faculty member who has personal classroom knowledge of the applicant’s abilities.
4. Interview of finalists by the Selection Committee.

THESE 5 STUDENTS . . . are finalists for the 1974 AIAA/ARC Galileo Scholarship. They (and their respective high schools) are, from left to right: David Shapiro, Fremont High School; Gordon Stitt, Aragon High School; Kathryn Yamada, Monte Vista High School; Michael Shin, McAtee High School; and Steven Katskee, Homestead High School.

Use of satellite (Continued from Page 1)

The practical, determined, acquisitive Taurian loves comfort, pleasure and beautiful things. You strive to possess whatever fulfills these needs. Your sound financial sense tells you that the practical way to save for the good things of life is with U.S. Savings Bonds through Payroll Savings.
12 Tech Brief Awards

On April 23, Ames scientists and engineers received awards for work announced in the form of 12 Tech Briefs. Dr. Alan B. Chambers, Technical Assistant to the Director, made the presentations at a ceremony in the Director's Conference Room.


Those not pictured and their Tech Briefs are: Ronald J. Hruby, FSV, "Nondestructive Testing of Microtab Welds"; Thomas M. Walsh, FSV, "Interferometric Rotation Sensor"; and Dr. John A. Parker, SC, "Chemical Modification of Poly (p-Phenylene) for Use in Ablative Compositions."

"Practice makes perfect"

Each month the Ames Safety Office performs a practice drill on some aspect of safety as it relates to the Center.

Last month an exciting fire preplanning drill took place on the roof of the cafeteria. The Ames Emergency Crew and eight firemen from the Navy Fire Department at Moffett Field participated in arresting a simulated grease fire atop the building where Ames employees eat daily. Two fire trucks plus the Fire Chief responded to the practice emergency. A volunteer casualty "victim" was also used in the drill.

The Safety Office strives for realism in its drills because, as Safety Officer John Habermeyer says, "It’s important for participants to gain experience and efficiency with as much realism as we can obtain. We all work hard to assure that everyone here at the Center is safe from all possible hazards. Everyday we face and conquer new and different emergencies, from gas leaks and floods to chemical spills and providing first aid to injured personnel. In this particular fire drill we used a photographer to film a training movie. We’re planning to produce a training film which will be extremely helpful in enlightening anyone viewing it as to not only what is involved in putting out a fire but also what personnel should evacuate a building and stay out of the way of the fire department."

Active Ames retiree

Instructor Don Goodsell

Don Goodsell’s busy retirement days are quite rewarding to the NASA instructor/examiner. He holds a high school teaching credential because of his numerous years of work experience in teaching. He receives a tremendous amount of self-satisfaction from teaching the soldering class. Goodsell states that each student is highly motivated and works hard. He says, "The entire experience is extremely fulfilling for me. It’s really an excellent way for me to express myself — especially my ability — in a positive way. I become as enthusiastic as the students because I’m doing my own thing." Realize that a great deal of the motivation on the students’ part occurs because of the job possibilities at the end of the 6-week period and because the students are there because they want to be there.

Goodsell is also a flight instructor and has taught many Ames employees to fly a light airplane. He is obviously an active person. His philosophy towards retirement can essentially be summed up by his statement that, "In order to be happy in retirement a person must still have energy and enthusiasm to get set up in a manner where life continues to be creative and interesting. In this way, retirement days can make life totally worthwhile and extremely rewarding."

Donald Goldsill, Ames Retiree, Instructs Students in Soldering Techniques. The group is nearly "guaranteed" a job once they obtain a certificate of graduation from Goodsell. The individuals, from left to right, are: Violeta Saba, Gas Stenester, Doris J. Obiru, Don Goodsell (instructor), Eleanor Smith (demonstrating), Linda Webb, John Oberg and Linda Stenester.

Amy

I Hope Our Good Crop of Corn Will Help Pay My U.S. Savings Bonds!

They’re Gifts That Grow and Grow and Grow!

They’re Practical — But What’s Wrong With Being Practical?

And They Never Go Out of Style!

By Jack Tipton
**Thank you!**

Dear Friends,

In the RICHES of having good friends and fellow workers,
In the BLESSINGS of good health and a happy home,
In the JOY of working in this great Country,
In the WARMTH of happy memories of years gone by,

I know my RETIREMENT can only be richly rewarding —
My sincere thanks to everyone who helped to make my retirement party such a wonderful success.

Thanks for the wonderful fly rod and all the equipment that goes with it. I assure you it will be cherished and used many times.

Sincerely,
Cliff Jern

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**Commuter's Corner**

(Continued from last issue)

Anyway, drivers will save on gas, not to mention extra wear and tear on the car. Some drivers take corners more slowly and foresee attempting to pass every car that’s in front. Another disadvantage — unnecessary lane changing — is also a hazardous driving practice. Car poolers should watch that they don’t have another unnecessary hazard — misusing the horn. If you must honk to let a rider know you are waiting, tap the horn lightly and look to see if the person is coming instead of continuously blaring.

The biggest problem car poolers usually deal with is punctuality. For the driver, double parking is irritating and defeats the purpose of car pooling since the motor is kept running. On the other hand, the driver will have to deal with passengers’ wrath each time he is late. To avoid potential problems, the best thing to do is establish a cut-off waiting time. An AAA employee who car pools gives his passengers five minutes to show up and also tells them to call his home if he is more than 10 minutes late.

Another item to establish before starting a car pool is the best time to call the driver when someone won’t be coming to work unexpectedly. For some people, the morning is a better time because the family goes to bed early, or the reverse might be true.

Two other things which are good to establish on the first day of the car pool are that all passengers are to use seat belts and, if there are passengers who will not be driving, the amount and date the car pool fee should be paid.

Other problems in car pool courtesy may never evolve if everyone talks about how they feel about them ahead of time. Here are some of the ones car pooling AAA employees have already dealt with:

- **Front seat** — “Who gets the front seat?” is a good question. Some say it is a question of age or sex. The simplest solution to this problem is for the passengers to take turns sitting up front.
- **Smoking** — If everyone or no one smokes obviously there will be no problem. But if smokers are in the minorities, make sure they have a window seat. (To be continued next issue)

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**ACE/MBA information**

The Association for Continuing Education (ACE) will present a noon-hour orientation program by television to employees of member companies who are interested in learning more about the Goldene Gate University MBA Degree.

This will be presented on Friday, May 24, from 12 to 1 p.m. on Channel 12 in Ames’ Training Branch Classroom. Building 241, Room 145A.

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**WANT ADS**

**Transportation**

- **FOR SALE:** 1972 BMW 2002 Automatic, silver sunroof, AM/FM stereo/tape, Bilstein shocks, lowered, cosmetic mags, sumpers, $5450. 930-1046.

**Housing**

- **For Rent:** Weekdays, Weekends. Aptos Sea-Scape. Fully furnished 3 bedroom, 2 bath Townhouse, AWD, W/D, wet bar, color TV, fireplace, patio, swimming pool close to Golf and Tennis. Short walk to secluded beach. 322-2375.
- **For Rent:** Home in Cupertino foothills, near DeAnza College, 4 bdrm., 21/2 ba., garage, family room, club nearby, $500 per month. call Gaskins, 297-7248.

**Miscellaneous**

- **GUITARS:** Yamaha FG7S acoustic, excellent condition $55. Gibson acoustic, with case $25. 965-8073.
- **SKIS:** Fisher Y.P.'s. 195 cm, with Marker Rotomat bindings and I'll throw in a pair of ski boots (Koflack 105). $50. Darrell 965-8073.
- **SMITH CORONA portable typewriter.** Elite type, $50. 738-2948 after 5:30 p.m.
- **Garage Sale:** May 11, 3008 San Juan Ave., Santa Clara, 9-5, 244-8772.
- **Complete set Men's gold coins.** 50 pesos down thru the rate 1 peso. $600. J. Miller, 736-2616 after 7 p.m.

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**Be aware!**

There is no better — or safer — way to save. Bonds are a guaranteed investment and, in turn, they guarantee savings. The Payroll Savings Plan is close to being a painless way to save as any program yet devised. You don’t see the money, you don’t spend it. It is there, however, if needed. For example, Bonds can be cashed in at full purchase price anytime after two months ... they can easily be replaced if lost or destroyed ... their interest is compounded semiannually and guaranteed ... they are not subject to local or state income tax, and Federal tax can be deferred until the Bonds are redeemed often after retirement when most people move to a lower tax bracket.
The Ames “Blue-Streak” Bond Edition

There has been a flurry of activity around the Center recently. At first it was dismissed by the Astrogram Office as the usual “Rites of Spring”—then it appeared as though the local chapter of the Y.S.O.A. (Young Streakers of America) had made an educational tour of Ames.

However, when they hovered around for several days an investigator was sent from our office to interview these demonstrators to determine why they had congregated in this unseemly fashion.

A picture is worth a thousand words so-o-o-o here are several thousand well chosen words!

DEMONSTRATORS

The demonstrators agreed on only two things: their fondness for bonds and for President Cleveland.

An usually reliable source indicated the streak-in (and streak-out) had been authorized by Al Hertzog.

(Continued on Page 2)

“Barbara Manning claims, "I would feel much more secure if I had two bonds instead of just this ONE!"

George Olczak exclaims, "What do you have to lose? Buy a savings bond today!"
"THIS IS A SERIOUS MATTER"

Faced with mounting evidence of an organized Streak-in, Al Hertzog was questioned by a representative of the Astrogram office. Hertzog, tense, drawn and obviously exhausted, brushed aside all questions stating, "This is a serious matter. I have no (unintelligible) comment regarding the purported Streak-in. I will make my statement to the Bond Committee at the proper time and place.

"However, I will tell you this. I am completely innocent of any wrongdoing and I will not authorize this type of activity again!"

(Continued on Page 3)

Mary Perez says, "I can't afford not to have a bond blanket."

Joan Rucicdlo and Mike Wash agree that, "Whether you're saving for the education of your children, retirement or for protection against emergencies, the Payroll Savings Plan is a route to financial security."

NEW HIGHER INTEREST-E Bonds now pay more interest than ever before—a solid 6½% when held to maturity, which is now only 5 years.

There is ease and simplicity of automatic saving through payday installments. The money is saved for you before you get a chance to spend it.

THE EXPANSIVE, GENEROUS LEO, KING OF THE ZODIAC, IS A NATURAL LEADER. YOU DESIRE—AND DESERVE—PRIMENCE AND A HIGH STANDARD OF LIVING. OTHER PEOPLE LOOK TO YOU FOR GUIDANCE; SET AN EXAMPLE BY SAVING FOR YOUR GOALS WITH THE REGULAR PURCHASE OF U.S. SAVINGS BONDS THROUGH PAYROLL SAVINGS.
AMES STREAKERS DRESS UP!

Barbara Manning (left) and Genie Neel try to persuade Dr. Hans Mark and C. A. Syvertson not to be so bashful and to “take it off” in the spirit of the 1974 Savings Bond Drive. The gentlemen prefer to don their security bond blanket!

HERTZOG DENIES EVERYTHING

When confronted with the accusation that there will be a savings bond offered to any of the demonstrators who would streak the Administration Building, Hertzog denied everything and refused to even admit he was the Coordinator of the 1974 Bond Drive.

In fact, he would only give his name and organizational code number, in a very agitated manner. He repeatedly stated, “My name is Al Hertzog and I’m from Code A. For any further information please contact George Lenehan who is my counsel in this manner.”

Interest on bonds is exempt from state and local income tax.

VIRGO

The discriminating, intelligent, hard-working Virgo is a perfectionist. Though practical, you find it hard to accumulate money because your high standards lead you to excessive spending. The Payroll Savings Plan for U.S. Savings Bonds is the practical way to regular saving for the future.

VOTE TODAY!

The pictures of the following presidents appear on savings bonds. Who is your favorite President?

WASHINGTON  $25
JEFFERSON  50
KENNEDY  75
CLEVELAND  100
F.D.R.  200
WILSON  500
LINCOLN  1,000
ROOSEVELT  10,000

Judy Molica states, “I’ll never drop my bond!”

Candidates for Next Month’s Mystery Bond Mate of the Month

George declares, “Two (bonds) are far more comforting than one.”

Mystery Bond Mate of the Month

Barbara Manning (left) and Genie Neel try to persuade Dr. Hans Mark and C. A. Syvertson not to be so bashful and to “take it off” in the spirit of the 1974 Savings Bond Drive. The gentlemen prefer to don their security bond blanket!

* * *
"I can't stand a man who doesn't buy U.S. Savings Bonds."

"I like security and so does my man."

"I'll do almost anything for a savings bond."

"Bonds give a person such uplift!"

"I don't know what I'd do without my bonds."

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Looking forward to retirement some day? At retirement you may cash them in as needed. You may also trade E Bonds for income-paying Series H Bonds. All the accumulated interest on E Bonds can be carried over, without declaring it for tax purposes.

FOR FEDERAL CIVILIAN EMPLOYEES

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"I don't know what I'd do without my bonds."

"For Federal Civilian Employees"
NASA research leads to safety

New synthetic materials resulting from advanced aircraft research at Ames may find application in civil aircraft tires and automobile brakes, according to Dr. John Parker, Chief of Ames Chemical Research Projects.

Advanced aircraft materials research prompted application of a new polymer to brake systems, notes Parker. Modifications of high technology aircraft brakes can be applied to automotive brakes to improve wear and performance. The new polymer, which is resistant to heat buildup and consequent frictional deterioration, promises a 10 times normal brake wear.

A new synthetic rubber offers promise for use in tires of high-wear, blowout-resistant tires for aircraft. The polymer’s unique molecular properties suggest improved safety and durability over materials presently used in the manufacture of these tires.

Aircraft tires customarily retreaded for commercial aircraft every 100 landings or so, may be able to complete as many as 200 landings on the new polymer before needing to be retreaded.

Research conducted by Dr. Morton Golub, of the Chemical Research Projects Office staff indicates that substitution of the high-temperature resistant polymer for traditional elastomers results in a slower oxidative degradation.

The tire program at Ames had its inception in concern over the need for improved aircraft commercial transport aircraft, including the SST. With the demise of the U.S. commercial program, research continued on improved tires for current and planned transport aircraft. The experimental tires resulting from this research will be tested in commercial airline service using Boeing 727 aircraft by the end of the coming summer.

Ames hosts workshop

One hundred and twenty scientists and engineers representing industry, the university community, and NASA have attended this week at Ames to participate in the Outdoor Panel Probe Technology Workshop. Fifty-five of the attendees will present papers in the various technical sessions; at least twelve of those papers will be presented by Ames employees.

The three-day Workshop, which is being conducted by the Ames’ Advanced Space Projects Office of the Development Directorate and sponsored by the (Continued on Page 3)

College program for minorities

NASA has launched the National Aerospace Fellowship Program, a pilot project, to encourage women and members of minority groups to seek careers in engineering and certain scientific fields.

Agreements have been completed with seven colleges and universities to award aerospace fellowships to students in their junior or senior year who are in the top third of their class and who have shown a potential for space related science or engineering and have expressed an interest in these fields of study.

The students will report to selected NASA installations when the summer recess period begins at their respective schools. Four centers have been selected by the students to provide them with summer experiences. Nine students elected to work at Goddard Space Flight Center; five will work at Ames; four have chosen the Johnson Space Center; and two will spend their summer at Langley.

Participating schools and the number of fellowships are: Howard University, Washington, D.C., 4; Goucher College, Towson, Maryland, 2; Bennett College, Greensboro, North Carolina, 2; Morehouse College, Atlanta, Georgia, 2; Spelman College, Atlanta, Georgia, 2; New Mexico Highlands University, Las Vegas, New Mexico, 4; Southeastern State College, Durant, Oklahoma, 4.

The Ames participants will arrive next month. One student is from Bennett College and the remaining four are all from New Mexico Highlands University.

Each student will receive $2,000 for the academic year to cover tuition, fees, books, supplies and other education related costs. They will be reimbursed at the prevailing rate for Federal summer intern participants.

According to Dr. Dudley McConnell, NASA’s Assistant Administrator for Equal Opportunity Programs, “We are trying a number of things to increase the flow of minorities and women into aerospace fields. This program is new and exciting and as we work out the kinks it may change during the year, but the goal of the program is clear. NASA will also continue to increase the number of minorities and women in cooperative work-study programs and NASA is providing a range of options to attract and encourage outstanding minorities and women into technical areas.”

Students who achieve outstanding records in this program and who demonstrate potential and interest in aerospace technology fields will be offered positions with NASA at the time of their graduation if appropriate job vacancies exist.

Officials emphasized that this is the initial year of the program, and if successful, they hope to see it expanded during the next academic year.

Dr. David L. Winter has been appointed NASA’s Director for Life Sciences at NASA Headquarters.

Winter named NASA’s Director for Life Sciences

Dr. David L. Winter has been appointed NASA’s Director for Life Sciences at NASA Headquarters. Dr. Winter was Deputy Director of the Ames Life Sciences Directorate and, with his new appointment, succeeds Dr. Charles A. Berry in the post which is responsible for management of life sciences programs in the NASA Headquarters Office of Manned Space Flight.

Dr. Winter’s new activities include biomedical and bioscience research, medical aspects of manned spaceflight operations, advanced life support and protective systems, man-machine integration and advanced bioinstrumentation. He also has the responsibility for directing the total NASA Life Sciences Program which encompasses life science applications, aeromedical life sciences, research into the question of extraterrestrial life, and occupational medicine.

His new post will be run from Ames, with some commuting to Headquarters until this summer when he plans to move to the Washington area where he will reside.

At Ames, Dr. Winter has overseen research programs that included the Space Shuttle passenger selection criteria studies, whose latest conclusion was the determination that there is no apparent bar to putting women in space. Dr. Winter believes that as NASA prepares for the Space Shuttle era the

(Continued on Page 3)
Local research units trade know-how

The Oakland-based Children’s Hospital Medical Center of Northern California and Ames recently signed a unique open-ended agreement for reciprocal use of personnel, equipment, and facilities to aid in medical research.

The agreement was drawn up to provide medical teams from Children’s Hospital and researchers at Ames with a means to freely exchange know-how and equipment for mutual benefit.

Possible areas of study include: human physiology, endocrinology, neurology, medical monitoring techniques, and controlled environments.

“We’re tremendously excited about this agreement,” stated Dr. Gladys Harrison, Research Scientist in biomedical research at Ames. “It’s the first time NASA has had such an arrangement with a private hospital.

Dr. Sandy Abraham, Director of Research at the Children’s Hospital, continued, “People’s health problems are our concern and NASA’s cooperation here is invaluable.”

There are two projects already underway as a result of the agreement. The first project is an attempt to unravel the physical structure of a particular enzyme involved in the formation of fatty materials in animals (with the aid of electron microscopy). This enzyme is known to exist and, from work performed at Children’s Hospital by Dr. Abraham and his associates, is expected to be large enough to be seen in electron microscope photographs. However, it has not been studied from this point of view until now.

The second study proposes to isolate a factor in blood serum which appears to be effective in reducing cardiac output. Knowledge about this factor could have important applications in the area of space flight according to Dr. Harrison.

No expiration date has been set for the agreement.

Unidentified callers

Not all of us are as fortunate as the majority when it comes to having the ability to speak in a distinct and so-called “normal” manner; i.e., without a speech impediment.

One such employee is Max Wilkins of the Systems Development Branch who has within the last 2 years learned esophageal speech. Wilkins is in a somewhat ironic situation. He is currently on a project which brings him in contact with quite a few people in and around the Center by means of the telephone. Most recently, Wilkins has experienced that a large number of his callers are hanging up on him. This is naturally a frustrating experience and Wilkins writes the following message to the Astrogroog and to fellow employees who may or may not understand the situation.

“I am currently on a project which brings me into contact with quite a few people on the field, many of whom do not know that I speak with an artificial voice. Consequently, I’ve received calls which I have answered with my robotic-sounding voice and the caller has hung up without leaving a name or message. I think those who hang up think that someone is trying to play tricks. One unidentified caller, after I had tried to answer his question, said in an aside to someone: ‘Yep, that’s a tape recorder all right but it’s all screwed up.’ (Since he was at least half wrong, I got some satisfaction out of hanging up on him!)

“I would like to ask that those who call me and who cannot understand me, say so, identify themselves, and then hang up. I’ll either get someone to return the call, or I’ll write them a note, or I’ll go see them personally, or if it’s my boss, I’ll take annual leave! Those who I call and who do not recognize or understand me, say so and I’ll write out my message and either send it or deliver it. (It’s be a heluva note if half of the people on the field have to start writing messages.)

Those who are used to the sound of my voice can usually understand me even on the telephone unless there is much background noise. They are hesitant to interpret for me because to them it is incredible that others cannot understand me. Those who don’t sometimes act like they do and I am never sure that what I’ve said has actually been understood. It is important in this project that I do be understood. I had hoped by now to have learned esophageal speech and be more understandable but complications arose which has delayed that progress.”

Dr. Winter

(Continued from Page 1)

Astrological forecast for bond stakeholders

B of A notice

Beginning Monday May 13th the Bank of America, Moffett Field will charge $1.00 for cashing personal checks for non-customers of the B of A. This does not include items drawn on the B of A or items presented by the holder of a courtesy card or Bankamericard. This charge is by order of the U.S. Treasury Dept.
Two Ames employees appointed Sloan Fellows

Dr. Dale Compton

Last week Dr. Dale L. Compton, Chief of Ames' Space Sciences Division, flew back to Boston to spend twelve challenging months in the Alfred P. Sloan Fellows Program at the Massachusetts Institute of Technology (MIT).

The program for which Dr. Compton was rigorously selected leads to the degree of Master of Science in Management which is "designed to broaden and develop young executives for more general and senior management responsibilities in the future" according to a Sloan brochure.

Sloan Fellows chosen each year range in number anywhere from 45 to 50 people.

Dr. Compton reflects that NASA traditionally sends two employees each year to MIT as Sloan Fellows. The agency nominates the candidates and the school performs the selection. The other gentleman from NASA attending the 12-month program this year is George Cherey, Deputy Associate Administrator of Programs, OAST.

Sloan Fellows are usually in their thirties and thus classified as "mid-career." Much of the time the program aids people who are hoping to make a change from the technically oriented to the management oriented level.

Dr. Compton is looking forward to his year at MIT and expresses much enthusiasm at what he hopes to gain from the Sloan program. He states, "This experience will allow me to see things from a totally different vantage point. I will gain the knowledge of new tools which will help me to decipher how state and local government agencies, business and industry work--i.e., management wise, law wise, economically, etc. I hope to gain an awareness of how NASA fits into the overall picture. Also I hope to learn an appreciation of the problems other agencies and industries face, experience. If one can understand the "other guy's problems" and what he is trying to accomplish then one's own situation often times becomes more clear."

Dr. Compton adds, "Like all educational experiences, one has to have the ability to practically use the classroom techniques to be successful and useful."

The intensive Sloan program is highly thought of and rated throughout the world. In lay terms one could say, according to Dr. Compton, that the better part of a 5-year MBA program is studies during the 1 year Sloan program.

Dr. Compton will not be living through his "Sloan experience" (or his first Boston winter) alone. Dr. Compton's wife and two children (ages 8 and 11) will be in Boston for the year too. In fact, the whole family will be living in a leased home on Dudley Pond in the Boston suburb of Wayland. Everyone is naturally excited about the forthcoming year. Needless to say, lots of historical sites will be visited during the holidays.

Dr. Compton first came to Ames in 1967 after receiving his BS in Mechanical Engineering from Stanford University. In 1968 he obtained his MS in Aeronautical Engineering. He spent his first 15 years at Ames as an aeronautical engineer.

Dr. Compton continued his education through the Ames Training Branch and its Graduate Study Program and in 1972 received his PhD in Aeronautical Engineering. He became the Technical Assistant to the Director, Dr. Hans Mark, for one year and then served as Deputy Director of Astronautics for another year. He has recently become Chief of the Space Sciences Division. Dr. Compton enjoys the management exposure he has gained thus far and greatly looks forward to the rare Sloan experience.

Q. Marion Hansen

Q Marion Hansen, Chief of Flight Project Development Division, has been appointed a Sloan Fellow at Stanford for the 1974-1975 academic year. The Stanford-Sloan Program is conducted by the Graduate School of Business under the sponsorship of the Alfred P. Sloan Foundation. Sloan Fellows are competitively awarded to excellent young executives who have demonstrated their potential for senior management.

To receive the competitive award, Mr. Hansen was nominated by Ames, selected by NASA Headquarters, and then accepted by Stanford for the Sloan Program. The two Sloan Programs in the country, which are conducted at Stanford and MIT, represent the highest ranked and most extensive management fellowship programs available to NASA employees.

During the 9 month full-time course Mr. Hansen will participate with about 40 other Sloan Fellows appointed from other industrial and government organizations. The group will be exposed to a wide variety of management and business courses and case study situations. They will also listen to and interchange ideas with a number of today's outstanding national leaders in labor, business management, and government.

While obtaining a general background in business management, Mr. Hansen plans to emphasize the development and management of projects and organizations. He says, "I hope to gain a thorough background in organization development, for application to a wide variety of organizations and project situations. I hope to be able to contribute more significantly to the development and management of our organization in the future." He further states, "I believe the breadth of experience I will be able to tap and the contacts I will be able to develop during the program will help me to grow substantially and to be more effective."

Mr. Hansen came to Ames in 1959 on assignment from the Air Force, after he obtained his B.S. in Electrical Engineering and his ROTC commission from Brigham Young University. Upon completion of his military tour, he joined Ames as an official member of the staff and continued his education at Stanford under the Horors Coop program to receive his M.S. in Electrical Engineering in 1964. He was appointed Chief of the Vehicle Guidance and Control Branch in 1966 and Chief of the newly created Flight Project Development Division in 1970.

Mr. Hansen is a private pilot, the choir director of a 45 voice choir in the LDS (Mormon) Church, and a father of 7 attractive children. He and his wife, Maline, make their home in Cupertino. Born and raised in a small town of 1,000 people, Snowflake, Arizona, he comes from a close knit family. He says his favorite forms of vacation are family camping and "relaxing."
Speakers Bureau

Dr. Robert "Bob" Linebarger (Computer Systems Branch) was invited to participate in the Career Fair at Markham Junior High School, San Jose, on May 15. He was on a panel which discussed careers in physical and life sciences.

Gilbert Schroeder (Pioneer Project) will be the luncheon speaker for the June 4 meeting of the Redwood City Rotary. Gil will discuss the Pioneer 10 and 11 missions.

William "Bill" Hurley (NASA Inspection Office) presented "NASA's Space Programs" to the Sunnyvale Host Lions Club at their evening meeting on May 1.

On May 18, several members of the Ames staff participated in the AIAA's Model Airplane Contest for 1974. In addition to Mamoru Inouye (Computational Fluid Dynamics Branch), who has served as Chairman of the AIAA's San Francisco Section, other participants were George Xenakis (General and Navigation Branch) as General Chairman, Lou Young (Pioneer Project) as Assistant to the General Chairman, and Betty Berkstresser (Systems Studies Division) and Ralph Carmichael (Advanced Vehic I Concepts Branch) as judges. The contest was held at San Jose City College.

Dr. Leonard P. Zill (Planetary Biology Division) will be the guest speaker for the Science Awards Program of the Palo Alto Unified School District, on June 4. The evening awards program is to recognize the top science students of all three of the district's high schools: Palo Alto Senior, Cubberley, and Gunn High Schools.

Robert "Skip" Numamaker (Deputy Manager, Pioneer Project) was the Palo Alto Kiwanis' luncheon speaker on May 16. Not surprisingly, he talked about the Pioneer programs.

James Jeske (Scientific Applications Analysis Branch) visited Mitty High School in San Jose on April 24. He talked to the sophomore geometry class, using geometry in NASA's computer work.

On May 7 and May 10, Dr. Lawrence Evans (Systems Studies Division) addressed two groups of 4th-5th grade students in the Cupertino School District's Mentally Gifted Minor program. Larry described the Pioneer program to the students.

On May 15, George James (Pioneer Project) was the guest speaker at a Science Seminar held at Academy High School in Lafayette. He told the students, who represent the science departments of five area high schools, about the Pioneer 10 and 11 missions.

On April 23, Charles Hall (Manager, Pioneer Project) was the noon speaker for the San Francisco Rotary. He brought the group up-to-date on the Pioneer programs.

On April 22, Dr. James Lawless (Chemical Evolution Branch) made two presentations at Mt. Diablo High School in Concord. For their "Career Day" program he talked about careers in chemistry and life sciences in NASA. He also addressed the chemistry class on the general field of Chemistry in NASA.

On May 6, John Dyer (Pioneer Project) was the evening speaker for the meeting of the San Francisco Bay Area Chapter of the Society of Logistics Engineers. At the meeting, held in Sunnyvale, Jack discussed the preparation and logistics involved in the Pioneer 10 and 11 programs.

Dr. Keith Kvenolden (Chief, Chemical Evolution Branch) delivered a telelecture from Ames to the science department of the University of Montana, in Missoula, Montana, on April 25. Keith's telelecture was entitled "Evidence for Chemical and Early Biological Evolution."

WANT ADS

Transportation

FOR SALE: Toyota Corolla '69 Station wagon, R & H. Stick. Good condition, $1,000. Call 321-8838 after 5 p.m.

Camper shell, like new, insulated, paneling included. L.t. cab-high, will fit 68" width, 80" length, $245. 965-4165.

305 Scrambler, 10,000 miles, '67, $250. Call Dave 941-3197 after 6 p.m.

1965 FORD 3/4 T. Air. 4 speed, top cond., with camper shell, $975. 735-9029.

'67 OLDS CUTLASS V8 2-DR HT. PS, PB, A/C, 39,000 mi., $650. 907-9191, eve.

WANTED: '72 FORD RANGER 250, air, at low mi. w/ or without camper. 735-9029.

8-Foot, non-camper camper. Contains table, seats, wardrobe closet and three storage cabinets; sleeps 2 (3 if you're friendly); very clean and in excellent condition; jacks are included; $250. Call Sharon King, 747-0596.

Housing

FOR RENT: 3 Bedroom house with 1 1/2 bath, garage, A/C, carpets with dryspac, fireplace, close to Moffett, $260 per month, Phone 734-2103.

WANTED TO RENT: Quiet Cottage for young responsible couple: no children or pets. Call 948-6361.

SUMMER RENTAL (or year round) at Aptos, 3 bdrm., 2 bth, all appliances, 3 bks from Aptos-Seacliff clubhouse, off 10th fairway, daily commute bus to Lockheed, Sunnyvale, 376-2548.


Miscellaneous

English Pointer "Molly" is loving, healthy, young and beautiful. All she needs is a good home (we'd love to keep her, but two dogs are all we can manage). Al Bocke, 246-3358.

FOR SALE: Browning automatic shotgun, model Light 1, modified choke. Mint condition, $250. Call 262-6567.

Free to Good Homes: Two kittens, 1 male, 1 female. Call 262-6567.


Polaroid 440 camera with focused flash and carrying case; two years old and in excellent condition, $50. Call Sharon King, 747-0596.

Golf Clubs - Kroyden Starter Set, with bag & cart, $50. Tow Bar - Universal, fits all bumpers, new. $65. Call 227-8332.

Baby items - crib, baby table and carriage, Call Kathy 63272 or 263-7384 after 6 p.m.

Bicycle, 3 speed, almost new, $35. 96-7491, eve.


Lido 14' Sail Boat - one-fifth share of Ames' membership. $500 or best offer. Boat in excellent condition, fiberglass, unbreakable, fitted cover, with trailer, ideal for family sailing or racing. A.M. Cook, 2057 or 867-5982.

Garden swing, $12. Call 323-7070.

New home wanted for 3 yr. old, male, white German Shepherd, and male Cock-a-Poo. Call 241-9145 after 5 p.m.

FOR SALE: 14 ft. Catalina sailboat with trailer. $750. Phone 948-2633.

Bicycles: girls, Stingray , banana seat, 16", handle bars, $10., call 739-6014.

WANTED: 1 blue dress and 1 white dress Naval uniform. Waist 26-28". Will pay. Call Gin at 948-7983 eve.

WANTED: Set of good, wood, lange, thinning chisels. Call: Joe de Rose 269-8158. Work: x6050.