

KINZUA NEWS

By VIRGINIA KELSO

(Held over from last week)

Mrs. Stanley Benson and Mrs. Clarence Benson were business visitors to Condon Tuesday.

Mrs. Bert Hoover and Mrs. Robert Kelo went to Dayville Saturday evening to attend a dinner meeting of the Grant-Wheeler Postmaster and Clerks Group. They were accompanied by Mr. and Mrs. Glen Kelsay of Spray.

Mrs. Naomi Rice was hostess Tuesday evening to the Friendship Club at her home. High was won by Irene Samples, low by Vi Slinkard, and floating by Barbara Mortimore and Connie Tippet. Others present were Ada Schell, Mavis Oylar, and Billie Jean Sifton.

Mr. and Mrs. Bill McMinn have moved into the house recently vacated by Mr. and Mrs. Bud Fulton when they moved to Fossil to make their home.

Mr. and Mrs. Dave Sifton and Jack Sifton were business visitors to Kennewick, Wash. Saturday, Sunday, Mr. and Mrs. Sifton and granddaughter Debbi spent the day in Spray with Mrs. Cora Burnside.

The Doubledeck club had its regular session of cards Wednesday evening with Lily May Nistad as hostess. High was won by Marilyn Bailey, low by Kathryn Flack, and floating by Virginia Sifton and Ada Schell. Others present were Marj Borling, Virginia Kelo, Margaret McConnell, Vi Slinkard, Bonnie Campbell, Helen Wright, and Marge Asher.

Boeing Site Blossoms In Desert Country

(Continued from page 1)

While newsmen stood on top of the test stand, floor of which is a steel grating, announcement came over a loud speaking system which communicates to all parts of the site that a test of the steam ejector system would take place in five minutes. They descended to watch.

Steam comes from a 23,000-gallon accumulator on the ground beside the stand. Before running a rocket engine during a test, steam is pumped through the two-stage ejector pipes, pulling air from the diffuser pipe. This creates a partial vacuum to simulate altitude of approximately 60,000 feet where the engine is designed to operate. Basic explained that the engine could not be fired at sea level conditions.

During the ejector test, steam was released for a period of several minutes with accompanying roar loud enough to drown out any talking. It created a bright white cloud that dissipated in the bright clear air of a warm day.

An elevator, big enough to hold half the crowd of newsmen and company officials, carried the men to the top of the stand. They walked down a steel

stairway on the opposite side. On top of the test stand are two tanks, one with a capacity of 10,700 pounds for liquid oxygen and the other with a capacity of 1,800 pounds for liquid hydrogen. Each provides propellant during test runs of the propulsion systems.

The test stand, contrary to the impression that many have, was not built for testing rocket engines but rather for testing exotic fuels and space systems. Pipes, valves, pumps and other parts must be able to stand the stress that comes when fuels, which range to 423 degrees below zero, hit 2,000 degrees above zero almost instantaneously.

An RL-10 Pratt and Whitney engine was on hand during the tour. It will be used in the testing. Standing only about six feet high, it is a complex mechanism that was developed to power the third stage of the Centaur satellite.

Newsmen were not taken into the "clean" room, where precautions are taken to keep even the tiniest particle out of the systems that connect fuel tanks and other installations. Any dirt in the systems could wreak havoc, and it must be a pretty painstaking job in the dusty sands area that makes up the Boardman site.

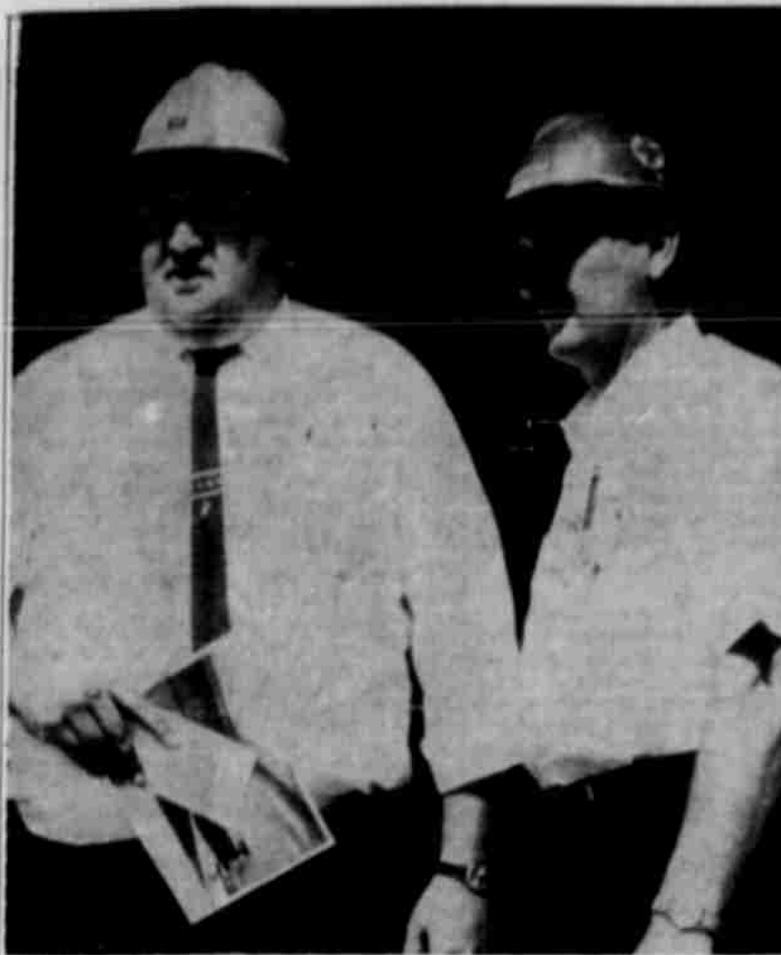
Sitting 1100 feet from the test stand in the blockhouse with concrete wall perhaps 1 1/2 ft. thick in the front and a foot thick on the sides. Here are the elaborate instruments which record data from the testing. Information is recorded on a 14-track tape recorder and a bank of 40 strip tapes.

The blockhouse is equipped with its own weather station which calculates temperatures at varying levels. Television sets in the control house give the operators a closeup view of what is going on during the testing. Water for the operation is pumped from an 811 ft. well that is equipped with a turbine pump of 5000 gallons per minute capacity. A storage tank will hold 230,000 gallons.

On the ground around the test stand are long, slim nozzles pointing toward the stand. In case of a fire or explosion these can shoot streams of water under 180 pounds pressure onto the stand and are controlled from the blockhouse.

Some 40 men are now employed at the site, including 20 technicians. Leonard Bonifaci is site manager but he was not present at the time of the tour, since he divides his time between Boardman and Seattle. Quite a number of those employed there now live at Hermiston.

The whole thing may look a little grotesque and bizarre to the livestock which graze outside the fenced area, but it may be the birth of a new industrial era for Morrow county.



JOHN BASIC (left), assistant manager of The Boeing Company's testing project in Morrow county, and Walter Muretta, senior supervisor, explained the project on a tour to the site by newspaper and television men last Tuesday. (Boeing Photo)



DON'T LET THE hard hats fool you! These aren't Boeing officials nor technicians—just Wes Sherman, editor of the Heppner Gazette-Times, and George Lindsey of The Dalles Chronicle standing near the base of the huge saxophone-shaped diffuser pipe at the Boeing test stand on the Boardman site. The pipe is designed to dissipate blast from rocket engines above. (Photo by Dean Holmes, Hermiston Herald).

Kids Scour Town On Cleanup Day

"It went beautifully! We were very happy with the kids!"

This was the evaluation of Principal Gordon Pratt of the work done by Heppner High students who participated en masse in a citywide spring cleanup Friday.

His sentiments were echoed by Athletic Director Pete Glennie, who was faculty advisor in charge.

"It was terrific!" he said.

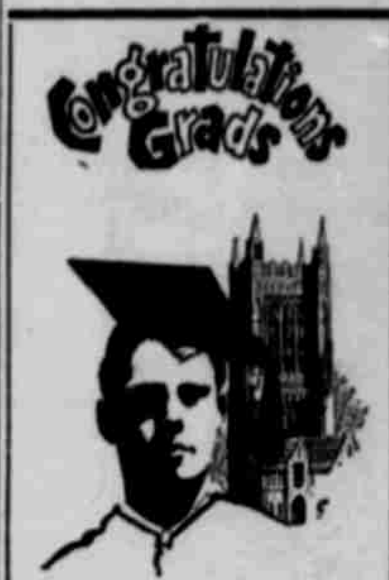
The entire student body was dismissed at 11:30 a.m. and enjoyed a hot dog feed at noon on the football field before starting their cleanup campaign. They had divided the town into four parts with each of the four classes taking a section. Judges were named to pick the class which did the best job of the cleanup.

After lunch, they went to work and by 2 p.m. had the job done. The 13 or 14 pickups that they had on the project each hauled at least five loads of trash to the city dump. Some of it blew off en route, and a detail walked the road from Hope Lutheran church to the dump to pick up all the litter along the road.

A surprising number of residents had placed trash on the curbs for them to pick up. Other students cleaned trash from streets, alleys and other places. Some swept and washed sidewalks and even streets in some places.

Student judges—Jean Stockard, senior; Brenda Young, junior; Marsha Sowell, sophomore; and Jim Sherman, freshman—declared the contest a draw. But in ensuing athletic competition back at the high school, the freshmen amassed the most points and so won the trophy—a waste basket with a ribbon attached. It will go into the trophy case as a rotating prize.

Chamber of Commerce gave 15 cases of pop to the students for their lunch in commendation for their efforts. A Sock Hop in the evening concluded the busy day.



We're proud of you, dear graduates. You have shown yourselves worthy of shaping the future that lies in your hands. We wish you every success.

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Spray Road Gravel Project Scheduled

Among bids to be received by the Oregon State Highway Commission at its meeting in Salem on June 8 is one for a project on 15.06 miles of the Morrow county line-Spray junction section of the Heppner-Spray highway, according to information from the public relations office of the commission.

The project involves stone surfacing of the 15-mile stretch. The stone will be produced and hauled to the roadbed by the contractor, after which it will be compacted by the state. Plans also call for 5,000 cubic yards of crushed material to be placed in stock pile for use by state highway maintenance crews.

County Judge Paul Jones contacted Larry Smitton of the highway department for this section to obtain more information on the project. Smitton said that no paving is involved. Some oil will be mixed with the gravel to curtail dust. The project is scheduled to repair worn condition of the present gravelled highway. Smitton said that no paving is scheduled either this year or next on the highway, so far as he knows.

At the same time, Judge Jones learned that the highway department will continue with the project of widening the Willow Creek highway to the north this fall, including Horseshoe Bend, and improving shoulders. No work will be done until fall, however.

Smitton also reported that widening of the Willow Creek bridge near the courthouse in Heppner is scheduled for some time in the 1965-67 biennium.



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