

Midnight Sun Lights Tour To Lapland

By MURRAY J. BROWN
United Press International
The sun shines brightly at midnight when the plane from Stockholm glides to a stop at the modern airport of Kiruna, Sweden, and its passengers step out into the land of the reindeer-herding Lapps and the midnight sun.

It costs a night's sleep to take the eight-hour round trip Midnight Sun tourist flight there but the beauty of the north of Sweden plus an introduction to the Lapland culture make it a richly rewarding experience.

For two months in summer, the period when the sun never sets north of the Arctic Circle, Scandinavian Airlines System (SAS) schedules nightly tourist flights from Stockholm to Kiruna and back. The plane leaves Stockholm Bromma Airport at 9 p.m., and returns at 5 a.m., the following day.

During their brief stop in Kiruna, passengers are shuttled by motor coach to nearby Jukkasjärvi, a Lapp village, to meet some villagers, sample native delicacies and stand eyeball-to-eyeball with a real Lapland reindeer. A 16th century church and Lapp museum are among the things to see.

The local cuisine includes smoked reindeer meat and an Arctic berry jam.

Live Nomadic Life
The majority of the hardy Lapps still live the nomadic life, following their reindeer herds across the north of Scandinavia.

But, like most Swedes, the Lapps at Kiruna are at least bilingual and cheerfully tell about their history and customs in English. They wear the traditional Lapp costume of blue, red and yellow with a red-tasseled cap.

The flight north, approximately 550 miles, is far more than transportation to Kiruna. The two-engine plane flies at about 1,500 feet, sometimes lower, while a multi-lingual guide describes points of interest below. A circuitous, low-level tour of Stockholm, a pass over the historic university city of Uppsala, the fir forests and log-filled rivers of Sweden's rich lumbering country, busy Baltic ports and fishing villages are among the sights.

At about midnight, the aircraft crosses the Arctic Circle and Kebnekaise, Sweden's highest mountain, comes into view. Passengers are invited to the cockpit to look at the sunlit horizon ahead and photograph it if they wish.

Many Photographers
Everyone is an aerial photographer on the Midnight Sun flight and the beautiful forests, lakes and snow-capped mountains of Sweden's north offer rewarding subjects. Color film is a must to capture the rugged terrain silhouetted against the sun. (Just in case SAS gives souvenir color slides to passengers.)

The cost of either the Stockholm to Kiruna or Oslo to Bodø round-trip flight is \$78. From Copenhagen, via either Stockholm or Oslo, the cost is \$135.30.

Before touching down at Kiruna airport, the plane passes over the vast mountain of iron to which the Far North city owes its existence. Large quantities of high-grade iron ore were discovered there 60 years ago and the early Klondike-type mining settlement has grown into a modern city of 23,000. Kiruna is the largest city of the world in administrative area—5,038 square miles.

For tourists on a Norwegian holiday, SAS schedules a similar Midnight Sun flight nightly between Oslo and Bodø, an important communications center on Norway's northwest coast. Automobiles take passengers on to Rovikfjellet for a spectacular sunlit view of the rugged north, including the cliffs of the Lofoten Islands. A midnight supper of local cuisine is served before a crackling log fire in the tourist chalet.

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The process, which eventually could reduce the cost of seawater conversion below the \$1-per-thousand-gallon mark, is an improvement on established methods. It desalts ocean water by changing it to a vapor and condensing it back again to a liquid, leaving salt and other impurities behind.

The basic principle of salt water conversion was well known to scientists. Westinghouse-built evaporator plants already have installed a capacity of more than six million gallons of converted seawater daily.

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Skates Speed Development Of Jetliner

LONG BEACH, Calif. (UPI)—It is taking something as prosaic as roller skates to get the \$60-million-a-hour DC9 jetliner off the ground.

Douglas Aircraft Co. officially started work on the twin-jet craft last April with the first test flight scheduled for early in 1965.

Ironically development of the fast-flying DC9 was being slowed down by the hum-drum routine of delivering blueprints to engineers working in the 600,000 square foot facility. Hundreds of hours were wasted while engineers waited for delivery of blueprints from one part of the new Donald W. Douglas Engineering Center to another.

Douglas solved the problem—roller skates.

The idea was first used by the firm during World War II at a plant on Manchester Avenue. Four messengers skated up and down the halls there from 1941-44—another period when speed was essential in processing engineering documents.

Douglas again called upon the method during the Korean War and used roller skating messengers at its El Segundo, Calif., facility from 1949 to 1955.

Now three teen-age girls, clad in capri pants, deliver blueprints of the DC9 to experts in less than half the time required on foot. Plant officials said a future prerequisite for messengers here would be an ability and willingness to roller skate.

Science Seeks More Women
MADISON, N.J. (UPI)—The number of women training for careers in science is increasing, but not rapidly enough.

So says Dr. William G. Torpey, manpower specialist, Office of Emergency Planning, the federal government.

Torpey, writing in the current issue of "University Woman," said additional numbers of women should be enrolled in collegiate programs to "meet even current demands" for scientists.

He predicted there would be "opportunities for considerable additional numbers of women" in the field. He added that "a fundamental reason for the very small number... is a traditional (although seemingly irrational) attitude that science is a man's field."

The "University Woman" is a quarterly magazine published on the campus here of Fairleigh Dickinson University.

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Plant Converts Water From Sea

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