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Virginia will observe National Highway Week which opens Sunday with a dramatic display of road building progress — dedication of Interstate 64 between Richmond and Charlottesville a breathtaking scene.

Opening the Old Dominion's longest single section of interstate highway, department spokesmen maintain, was coincidental with the week set aside to underscore the direct link between highways and the nation's economy.

Ceremonies in Charlottesville next Friday will provide four-lane access from the flatlands of Virginia tidewater to the rolling hills of the Piedmont.

This section includes an older dual laned roadway through New Kent County, but it also includes 98 miles of beautiful unbroken interstate from the Henrico County line to Yancey Mills in Albemarle County.

Sen. William B. Spong Jr. will deliver a luncheon address in Charlottesville which opens the dedication program. Gov. Linwood Holton will snap a ribbon at the Yancey Mills interchange with Route 250 which officially opens the roadway at 3 p.m.

Major event for the more formal Highway Week is the annual breakfast sponsored by the Virginia Motor Vehicle Conference. Highway Commissioner Douglas B. Fugate will address the Richmond

keynote of the early morning meeting will be George Hilton, an economics professor who teaches urban transportation courses for the University of California at Los Angeles. Former member of President Johnson's Transportation Policy Commission, and acting curator for rail transportation at the Smithsonian, Hilton now is a consultant to the Council of Economic Advisors in Washington.

Opening the Gum Spring — Yancey Mills portion of I-64 brings the east-west artery to 176 miles of its eventual 265-mile total.

Another seven miles, between Staunton and Waynesboro, has been an indirect casualty of the Mid-East crisis. A resulting shortage in crude oil has deferred delivery of paving asphalt to Moore Brothers Inc. needed to complete the job this fall.

First construction in what was to become Virginia's 1,053-mile network of interstate highway took place here almost 13 years ago with the Hampton Roads Bridge Tunnel.

The 8.56 mile roadway from Hampton to Norfolk was built as a revenue bond program and later incorporated into the interstate system.

A parallel tube and the additional connecting roads in Norfolk is under construction as an interstate highway.

Previous record for the longest stretch of the inter-

state highway to be opened this year will be Route 1 and Route 54 across Spotsylvania, Caroline and Hanover Counties.

Longest section of I-64 now open was dedicated Dec. 19, 1968, with nearly 19 miles between Gum Spring and Short Pump.

The new roadway runs generally to the north of Route 250, a two-lane roadway which now carries bulk of traffic between the capital and the mountains.

Interstate 64 has been de-

signed through or near state capitals in Virginia, West Virginia and Kentucky.

Transcontinental motorists will follow competing I-70 through Missouri, Kansas and Colorado to I-15 south through Utah and Nevada to end in San Bernardino, Calif. Interstate 10 links the road to the Pacific at Los Angeles.

Some 29.4 million cubic yards of dirt were shifted to make way for the interstate. Part of this total made a mountain of its own, to conceal a Charlottesville dump passed by the interstate.

With the use of a seamless ribbon the last 30 miles between Zion-Cross Roads and Yancey Mills.

His silent section — auto tires normally sound off when crossing asphalt expansion joints — is the type of roadway to be used on all of the state's remaining interstate highway.

Expansion joints are provided by slight cracks in the surface, which are kept from expanding by steel bars. Tests have shown this surface is even easier to maintain than older 50-foot sections.

Jr. recommended a long-range look at the tract including the RR&HA's 127 acres, designated at Virginia Center for Advanced Technology (VATIC) and VARC.

The three parcels, all acquired from the federal government, comprise the one-time Oyster Point Munitions Depot located on the east side of Jefferson Avenue between J. Clyde Morris Blvd. and Oyster Point Road.

Lawson City Attorney Robert V. Beale and Planning Director A. J. Stodghill also will serve as ex-officio members of the advisory committee.

General attitude toward the acreage, released through the General Services Administration, has been toward research and development industry in keeping with the advanced technology envisioned originally for VARC, which

## Arthritis Drive Will Begin

The Peninsula branch, Virginia Chapter of the National Arthritis Foundation launches its first independent fund drive Sunday with an estimated 3,500 volunteers ready to march house-to-house for contributions.

The Arthritis Foundation has been a participating member of the Peninsula United Fund, but a decision to break away from PUF was made in August when the local chapter's budget was cut by PUF.

Gordon Mercer, president of the Peninsula branch, said the goal for campaign which will run through September is \$25,000. "We will have three sources for funds—the door-to-door campaign Sunday, contributions from major indus-

trial organizations such as the Newport News Shipbuilding and Dry Dock Co., and some revenue from the Peninsula Combined Federal Campaign," he said.

Mercer said that due to cutbacks and increased demand for financial help from arthritis sufferers, the decision was made to hold an independent drive.\*

Mrs. Doris Helbig, executive secretary of the local branch clinic at 320 Main St., said there are approximately 25,000 persons suffering from arthritis in the Peninsula area, and that many of them need financial help. "The main aim of the local branch is education and treatment," Mrs. Helbig said. "The

branch also provides medical and drug programs for arthritics."

While there is no known cure for arthritis, progress is being made in controlling the spread of the disease. Of the money raised in the local campaign to support research and the remaining 65 per cent will go to the local clinic, medical and drug programs.

W. H. Bliss, executive director of the state foundation, has been assisting the local chapter to map its plans for the campaign. "It's new to most of our people, since we've been part of PUF in the past but we'll be ready and the volunteers are enthusiastic," he said.

## PLEASANT CONDITIONS

Weathermen say pleasant conditions will remain in the area over this weekend.

Only a slight chance of rain on Sunday morn's outlook for fair and mild conditions remaining in the Hampton Roads area through Monday.

Temperatures today range from the upper 70s at beaches to the low 60s at inland areas. Overnight temperatures are expected to reach the upper 60s tonight and be near 80 on Sunday and Monday.

# CWO Riley Has Enjoyed Varied Career

By VIRGINIA BIGGINS  
TIMES-HERALD STAFF WRITER

CWO (W4) Frank J. Riley of Langley Air Force Base has been in military service about 30 years, yet he's never been to war nor has he ever fired a shot in anger.

"For a while there I was a little sensitive about this situation," laughed Riley, "But, now I feel maybe I've established some kind of record."

Riley retires from active service next March.

He is now aircraft support avionics officer in the Avionics Maintenance Engineering Section of the deputy chief of staff, materiel, headquarters, Tactical Air Command.

His duties consists of monitoring all avionics maintenance throughout TAC relative to avionics maintenance, modifications and installation of new avionics subsystems employed in all tactical support, training, and special operations aircraft.

Prior to reporting to Langley, Riley was assigned to the avionics division of the 38th Tactical Reconnaissance Squadron, 26th Tactical Reconnaissance Wing at Ramstein, Germany. The wind flies the RF4C Phantom.

While assigned to the 26th TRW, the warrant officer was instrumental in aiding the squadron to win the aerial reconnaissance night photography competition against the Royal Air Force. The British have held the record for 12 years, before the 26th picked up the award in May 1968, holding it for two consecutive years.

Riley entered the Army Air Corps on Oct. 1, 1940, while visiting his brother, John, who was stationed at Ft. Meade, Md.

"I picked the Army Air Corps simply because I wanted to fly airplanes," the war-

rant officer recalled. "However, I didn't know at the time enlisted personnel were not qualified for this kind of duty."

So, the young soldier took a series of tests and ended up in aircraft mechanics work, attending maintenance special school at Chanute Field, Ill. Later, he attended aircraft instruments school, subsequently instructing others at the school in this area.

When the Air Training Command opened up another field at Keesler Field, Miss., Riley was sent there as one of a cadre to establish the maintenance training facility there.

"Talking about bare base existence, we really had it

there for a while," Riley recalled. "We lived and worked in tents and ate out of mess kits."

World War II was underway at the time, and Riley still had it in his mind to fly airplanes. The Army was looking for more pilots in those early war days, and even established a flying sergeants' squadron for enlisted men. However, if applicants could pass a two-year college equivalent test, they could enter aviation cadets.

"I remember going up for those tests, actually going to a nun schoolteacher and asking her to give me a two-year college course in two months. She taught me well, and I was

one of 12 out of 36 applicants who passed the tests," he said.

The warrant officer then went to Kelly Field and Coleman Field, Tex., for flight training, first in PT19 low-wing monoplanes. He later took advanced flight training in the BT-13, affectionately dubbed the Volte Vibrator, at Goodfellow Field, Tex. Subsequent training in multi-engine aircraft took place at Lubbock Field, Tex., in the AT-17, AT-9 and AT-10 aircraft.

"Upon graduation, we were slated for the P-38 fighter plane and were ready to get into the action . . . into the war. But, that wasn't to be. I was reassigned to Honda, Tex., where I flew student navigators in the AT-7. Now called the C-45, C-60s and B-54s," Riley said.

It was about that time, early in 1943, Riley met and married his wife Flora Ruth, who lived then in San Antonio, Tex. He remained in that area of the country until October 1944, building up approximately 1,300 hours of flying time in military planes.

He later attended B-26 school in Dodge City, Kan., in preparation for "D" Day and the big push. He was reassigned to advanced overseas training school at Columbia, S. C., there to prepare for flight to England and the war zone. He had accumulated about 300 hours in the Martin Marauder and the Douglas A-26 aircraft, but he never got to the war. It was 1945 and the A-bomb was dropped on Hiroshima.

Riley has by that time advanced to the rank of sergeant, lieutenant, through his air cadet and subsequent advanced training. In November 1945, he resigned from military service.

Riley, then, returned to

Brooks Field for a short period, and later reassigned as aircraft radar mechanic to the 96th Bomb Group, 90th Bomb Wing, in Spokane, Wash. The wing inventoried B-50s and B-29s.

He was reassigned to Keeler Field for advanced radar training, and again selected to be a combat instructor — teaching radar fundamentals. Subsequently, he was assigned to implement and teach the Q24 bomb navigation system course for B-29s and B-50s.

"We started out with a class of 12 students, but soon it turned into a 24-hour-a-day operation, with 16 classes given a day. I was then advanced to field instructor, teaching other instructors the course to be presented," he said.

The warrant officer then reported to the National Bureau of Standards for special projects geared for nuclear development. He was heavily involved in "Operation Green House" and "Operation Castle", project designations for nuclear tests on Eniwetok, an atoll in the vicinity of the Marshall Islands.

His job in "Green House" was to develop the prototype and production model of instruments required to measure nuclear yield and radiation.

In May 1951, Riley was assigned to Kirtland Air Force Base, N. M., with the 4925th Test Group, Atomic, for further work in nuclear development. His duty was to provide more advanced measurement instrumentation for the 1953-54 nuclear tests on Eniwetok. He was selected to provide complete support for all participating commands in maintenance and repair of

Continued On Page 10; Col. 3



WO and Mrs. F. G. Riley recall service years.



LT. FRANK G. RILEY

. . . In the 1940s.

onths report has been com-  
stated on a Hampton portion  
I-64 which was grooved in  
a spring of 1969.

Decision to proceed is based

large measure on a more

significant accident reduction

Prince William County.

In addition, only concrete

surfaces can be grooved as a

means to decrease chance

skids. High friction over-

lays have been used in earlier

highway department anti-skid

forts.

Grooved roadways have

been spun out of Langley Re-

search Center study of ways

to increase aircraft safety.

The study by the Landing Im-

pacts Division found aircraft

actually floated atop thin

water films instead of gripping

the concrete below.

Control at such times of

deplaning was nil, as was

the action.

Solution came with the find-

ing that quarter inch square

grooves not only helped drain

water, but increased tire

action and control.

Accident studies showed

such the same condition

exists on roadways where car

es also were prone to skidding

on an almost invisible

in.

The portion of Interstate 64

near Parham Road may be

the last Virginia road to re-

ceive this surface treatment

for some time, said C. O.

J. Jack Leigh. Work is

prompted by accident studies

which show high frequency

during wet weather.

About a week of work by

contractors Inc. of Chicago will be

needed to groove the 0.4 mile

section of the east-bound lane.

Leigh said the program is ex-

pected to begin about 9 a.m.

today, after rush hour traf-

cic dwindles.

Contractor has been awarded a

1,800 contract for the job.

Leigh noted that costs have

diminished since last year,

when contractors had their

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