

awarded for exceptionally outstanding service in a duty of great responsibility, exceptionally outstanding leadership, or extraordinary courage and voluntary risk of life. The FAA Meritorious Service Award, established at the same time, may be awarded for exceptionally meritorious conduct in the performance of outstanding service, achievement of outstanding results, extraordinary courage or competence in an emergency, or the rendering of professional or public relations service of a unique and distinctive character.

The FAA Decoration for Exceptional Service is a 36mm medal of 10 carat gold, very thick and heavy, with a rimless border of nine scallops, and a flat post and ring for suspension. The obverse center has the seal of the FAA, a winged four-bladed propeller topped with a fleur de lis and superimposed on a terrestrial globe, all in gold on a light blue enameled background within a wide ring, with raised outer border, inscribed around top FEDERAL AVIATION AGENCY and around bottom UNITED STATES OF AMERICA, separated by a 5-point star each side. The reverse has the same rimless scalloped edge, a raised ring containing AWARDED/ TO, a blank plaque, FOR/ EXCEPTIONAL/ SERVICE, and small stamped LGBT/ 1010K. The ribbon is 36mm wide, unwatered, ribbed and with unbound edges, bright red with three vertical rows of small squares of silver thread down the center.

The FAA Meritorious Service Award is the same but in silver and with white instead of blue enamel. The reverse inscription is changed to AWARDED/ TO/ (blank plaque)/ FOR/ MERITORIOUS/ SERVICE and is stamped LGBT. The ribbon is 37mm wide, unwatered with unbound edges, red with 7mm white edges.

Following Mrs. Betty Miller's historic flight across the Pacific Ocean in 1963, the FAA considered it appropriate to award her some honor in recognition of her feat. Lacking any established award for non-FAA employees, they presented her the FAA Decoration for Exceptional Service. This same award was presented to Mrs. Jerrie Mock of Bexley, Ohio, following her solo round-the-world flight in a single-engine plane in the spring of 1964. The latter award was suspended from an orange cravat, and was presented by President Lyndon Johnson.

Late in 1964, the FAA decided to set up an awards program which would be directed exclusively to non-FAA who had made important contributions to aviation. By FAA Order 1210.5C of 11 June, 1968, two awards were established.

The FAA Award for Extraordinary Service may be awarded to those who have displayed extraordinary heroism in advancing aviation and the public interest, exhibited remarkable ingenuity in developing or applying procedures that improve aviation, provided extraordinary leadership in administrative matters on behalf of national aviation missions, or negotiated exceptional cooperation pertaining to foreign air affairs. The FAA Award for Distinguished Service may be awarded to individuals not employed by the FAA who have made aviation safer, more economical or more efficient.

The FAA Award for Extraordinary Service is identical to the Decoration for Exceptional Service, and on the same ribbon, except that the reverse inscription naturally reads FOR/ EXTRAORDINARY/ SERVICE. The FAA Award for Distinguished Service differs from the Meritorious Service Award only in that the reverse reads FOR/ DISTINGUISHED/ SERVICE.

Although the Federal Aviation Agency became the Federal Aviation Administration in April 1967, the current supply of medals, inscribed "Federal Aviation Agency" on the obverse, is still being used. When it be-

comes necessary to order a new supply of medals, the inscription will be changed.

Including Mrs. Miller and Mrs. Mock, who are regarded de facto as having received the Award for Extraordinary Service, this highest honor has been presented on only eight occasions: to a Pan American World Airways flight crew, an Eastern Airlines flight crew, and a Northwest Airlines flight crew for their heroism and professionalism in bringing their respective planes down safely after three separate crises during flight; to a Colorado helicopter pilot, Robert Greeno, who rescued five people from a mountain ridge during a severe snow blizzard after their light plane had crashed; to Captain Paul Soderlind of Northwest Airlines for his research on turbulence; and to Dr. Edmund Learned of Cambridge, Mass. for his participation in the evaluation of the national Supersonic Transport Development Program. As of Nov. 1968, the Award for Distinguished Service had been presented to 29 persons.

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LEGION OF HONOR VARIATIONS: A Collector's Guide for the Beginner.

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A research paper presented before the Philadelphia Orders and Medals Society.

As I begin to put this study down on paper I begin to experience some degree of fear and anxiety, realizing that due to the rather arbitrary nature of the statements it contains I am well be challenged for their accuracy. These may come not only from the disappointed collector whose treasures might not coincide exactly with what is listed here, but from other quarters owing to the huge esteem and sentiment which surrounds this decoration. To the average republican Frenchman, as well as millions who are now citizens of newly independent nations which were former French colonies, to be chosen to be a Chevalier of the Legion of Honor represents the very ultimate in earthly distinction. It is among the oldest extant decorations in the world today, and is very much a living national institution. While the Beatles may wear the M.B.E., the Legion of Honor is today awarded only for rather significant accomplishment.

I feel for the American collector such a study is needed, especially in the present time of "collector's facsimiles", "specimens" and the like. These findings are the result of much study which I was forced to undertake due to conflicting descriptions found in many esteemed references. As a novice collector with little in the way of information at my disposal, I was sent in the Fall of 1957 to serve my first tour of military service at an Army quartermaster depot in southwest France near the port city of Bordeaux. I soon took the opportunity to study French decorations and medals and secured some of the earlier examples. These were often obtained in the Bordeaux version of the flea market, from antique dealers, booksellers, and other hole-in-the-wall sources. By the time I reached Paris and obtained some reliable advice, I was crestfallen to discover that some of my treasures were not what they were purported to be. I soon found that I had to become my own expert in order to obtain the authentic rather than the spurious.

Such "fakes" developed in several ways other than the obvious. During the nineteenth century, the decoration was awarded much more frequently than it is today under the Fifth Republic. The badge of the Legion of

Honor underwent distinct changes at each separate change in the government. Bearers of the chevalier grade often found it politically advantageous to wear the latest model. In some cases the new center medallions were added to an old pattee, thrift being a possible motive. These I have heard described as "transitional" pieces. More frequently this transition did not take place during those thrilling days of yesteryear, but much more recently. Pieces with sound unchipped crosses had their damaged center medallions replaced with those from others. Missing crowns and suspensions were replaced. Unless these were done with some knowledge and care, the centers may have been mounted to the pattee backwards, so that the wreath as viewed from the obverse shows the laurel leaves and oak-leaves in atypical positions. The replaced crown might be from the wrong period from the cross. To make matters even more difficult there exist perfectly authentic, untouched examples which show distinct variations from the normal. This is especially true of examples from the period of the First Empire.

The purpose of this study is not to give a detailed history of the Legion of Honor, covered most completely in many references. It deals only with the badges of the Chevalier grade. As the higher classes were awarded less frequently, these badges were more highly regarded and carefully treated, thus coming to us more usually in the original state. Also it is the chevalier which the novice collector in America is most likely to obtain. As there are atypical variants, this paper deals with what I term as typical examples, and is intended as a guide to what is the expected and normal. Other than brief comparison with the plates in Bourdier's monumental reference on French awards, no standard texts have been used; observations being taken from actual examples in my own collection and from those of others both in France and elsewhere. In most cases I have examined more than one example. Should some statements prove to be inaccurate it would be due to alteration or atypical design in examples studied rather than inaccuracies in statements and descriptions taken from older references.

Hallmarks on the Legion of Honor.

Due to a civil statute instituted during the reign of the Emperor Napoleon, referred to henceforth as the First Empire, all items of gold and silver had to bear a hallmark to indicate the legal precious metal content. A BOARS head was used to indicate silver, and an EAGLE head was used for gold. It is often quite difficult to distinguish between the two when stamped on a piece, as they are quite tiny, but there should be a hallmark on the piece somewhere. This telltale hallmark is found often on other silver and gold badges and is an immediate indication that the particular order insignia was manufactured in France. I am unable to state the exact date that this practice began, but from examples I have in my collection, I would say it was sometime between 1806 and 1808. Although examples of the First Empire first and second types may exist without such a hallmark, the third type should have it on the suspension ring. Later periods have it on the reverse side of the tassel between the lower arms of the pattee or on the knot of the wreath just above the tassel. On the Second Empire examples, this hallmark is often found on the obverse in the same position.

FIRST EMPIRE.

Generalizations.

1. Examples from the period of the rule and reign of Napoleon Bonaparte (hereafter referred to as N.I.) are divided into several distinct types.