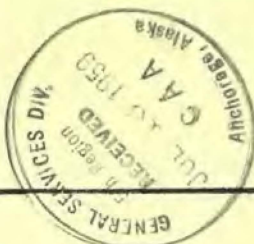
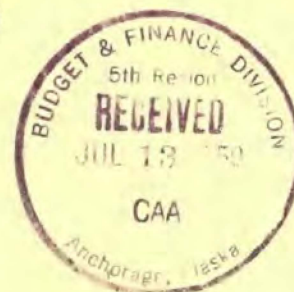
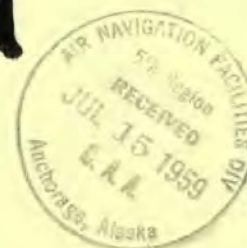


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NEWS and Digest

JUL 13 1959

REGION ONE
FEDERAL AVIATION
AGENCY



JULY 1959

ORA W. YOUNG RETIRES FROM FAA POST

Aviation pioneer Ora W. Young retired from his position as Chief, Jet Age Plans Division, Office of Plans and Requirements, Federal Aviation Agency, June 30, 1959 after 30 years with the FAA and its predecessor agencies. Before coming to Washington in June, 1958 as Assistant to the Administrator for Jet Age Planning with the former Civil Aeronautics Administration, Mr. Young served more than 12 years as Regional Administrator of Region One.

The year he spent in Washington was one of the most eventful in aviation history. In October 1958, the first U. S. built jet transport was certificated by the FAA and commercial jet service successfully inaugurated due, in no small part, to Mr. Young's experienced help in planning for the onrushing jets.

Although he is retiring from government service, Mr. Young is not folding his wings. He will remain active in some phase of the aviation industry. It's a big part of his life. All of us in Region One wish him the best of everything.

5000 PILOTS - 500 AIRCRAFT
AT READING, PENNA.

by P. L. Metzger

On June 5 and 6, 1959 Reading Aviation Service, Inc. held its 10th Annual Maintenance and Operations Meeting. During the two days an excess of 5000 pilots registered and nearly 500 itinerant aircraft visited this event. Total attendance at this meeting is estimated in excess of 10,000.

Among the notables from the New York Regional Office attending this event were Regional Administrator Joseph D. Blatt, Chief, General Safety Division, George H. Weitz, and Chief, Operations Branch, Lloyd N. Young.

(Cont'd. on Page 7)

BALLOONS AND FLYING TRUCKS

by Anne M. Geiger

Mr. Beykirch, Maintenance Inspector attached to FSDO 1-9 is currently engaged in studying the pros and cons for certificating a 1½ ton truck. The designer claims he can squirt air over the roof of his Highway Queen and thus create lift over the top of the cab. He claims that if a ground collision is imminent he can throw a lever and become airborne while conflicting road traffic slides harmlessly beneath him. We feel Beykirch is associating with a genius. He feels he is dealing with a nut.

The staff of this office have been assisting Mrs. Alfred Wolf of Blue Bell, Pa. with problems associated with operation of a new Ballonfabrik Augsburg balloon. This balloon is scheduled to ascend from the Mall in front of Independence Hall in Philadelphia on July 3rd. Watch your local newspapers for more details as we are sure it will be widely publicized.

According to a Philadelphia newspaper, North Philadelphia Airport is to be opened to commercial airline flights, before the end of this year. City officials are presently negotiating with Allegheny Airlines, who have indicated an interest in such a move. This is of special interest to FSDO 1-9 as it is located at North Philadelphia Airport.

* * *

CREDIT UNION OPENS OFFICE

The FAA Region I Federal Credit Union has opened an office in Room 100, Federal Building Lobby.

Office hours are 12 Noon until 1:00 PM daily. On Paydays the office will remain open until 2:30 PM and until 2:00 PM on the Monday following each payday.

Members of the Credit Union are respectfully requested to carry on credit union business during these hours.

* * *

LEGAL DIVISION

by Felicia Orioles

Messrs. Martin J. White and M. R. Gadrich of this Office attended the Regional Attorneys' Conference held in San Francisco. Among the most important items discussed was the new procedure implementing the authority under Section 609 of the Federal Aviation Act which authorizes the Administrator to suspend and revoke airmen certificates. As the Order of Suspension or Revocation may, under the new Act, be issued by the Regional Attorney, it is incumbent upon him, before taking any action, to carefully review the facts and the technical advice as to the extent to which safety was compromised. The firm policy of revoking certificates of student pilots who carry passengers has been modified so that in appropriate cases - usually where the respondent, in fact, is a pilot of considerable experience, a civil penalty may be imposed. It was the general consensus of the Conference that the new procedure is a tremendous improvement in expediting the disposition of enforcement cases. The indications are that the work of the Legal Office will continue to increase both in volume and diversity of matters handled. The procedures prescribed by Section 409 of the Regulations for the allocation of airspace, contemplate hearings in which the Regional Attorney will participate.

Field personnel are urged to continue monitoring and advising the Regional Attorney of any proposed or recently enacted state legislation affecting aviation.

* * *

LaGuardia Tower had its first "over 1000" day a bit early this year. June 11th showed precisely 502 landings and 502 take-offs.

* * *

CHANTILLY AIRPORT RESEMBLES
HIGHWAY PROJECT

by G. H. Panneck

Progress at Chantilly, Va., the nation's first airport exclusively designed for jet traffic, is rapidly approaching the concrete pouring stage.

The two 11,500 ft. north-south runways presently resemble a major highway project. Earth moving and grading continues from early morning through the late hours of the night aided by banks of spotlights scattered at permanent points and an endless parade of machinery.

The westerly north-south runway is receiving its drainage culverts prior to pouring concrete. A cement mixing plant with a control cab resembling a DC-3 cockpit is nearing completion. By the time this cement mixing plant will give way to the new terminal building, close to 300,000 tons of sand, 600,000 tons of rock, and 750,000 barrels of cement plus endless gallons of water will have churned through the plant.

C. J. Langenfelder & Son of Baltimore, Md. is doing the 18.8 million dollar clearing, grading, and paving work. The newly created Bureau of National Capital Airports will be responsible for operating the haven for jet flights when the airport nears completion in 1961.

* * *

TENTH ANNIVERSARY OF FEDERAL BUILDING

Ten years ago this month the Federal Building was opened. Idlewild at the time was described as "a dust blown outpost". Public transportation was irregular and sometimes non-existent.

Since the building was officially dedicated in September of 1949, we are planning feature stories, with pictures, on the opening and dedication in the September issue of the Region One News and Monthly Digest.

Please send your comments on these events, with pictures if possible, to NY-4. All pictures will be returned.

* * *

ATC FACILITY CHIEFS' CONFERENCE

by Matt Oates

The First Region Facility Chiefs' Conference was held at the Ritz-Carlton Hotel in Atlantic City, N. J. on May 19-22, 1959. It was another first for Region One. It was the first meeting of this type held since the Civil Aeronautics Administration was absorbed into the Federal Aviation Agency on January 1, 1959.

Mr. Joseph D. Blatt, Regional Administrator, presented the welcoming address to the 117 Facility Chiefs and guests. After welcoming the Chiefs and guests, Mr. Blatt presented a resume of the federal activity in aviation, dating back to President McKinley's term of office in the 1890's, when Congress authorized the President to grant a \$50,000 award for the development of the first man-carrying flying machine. This was the first participation of the Federal Government in Aviation.

The Administrator referred to the Wright Brothers' flight in the "Kitty Hawk Flier" on December 17, 1903, which marked the start of the age of powered flight. From there he progressed through the First World War years to the 1920's when industry made its first attempt to operate a scheduled air service. In 1926, the first significant piece of legislation with respect to aviation was passed by Congress - the Air Commerce Act of 1926. It was this Act that indicated a responsibility for the designation of Civil and Military Airways.

In the 1934-35 period the Air Mail contracts were cancelled and the Army Air Corps again took over the task of flying the mail. The inadequacy of this soon was evident. The tremendous death toll created by this action led to more concrete legislation and the Congress passed the Civil Aeronautics Act of 1938 which concentrated the various governmental functions in aviation into a single agency - the Civil Aeronautics Authority.

(Cont'd. on Page 7)

SUCCESS AT RICHMOND GSDO - VACATIONS

by Dorothy N. Dyer

It's a success story all the way from our Richmond, Virginia GSDO! Supervising Inspector Gowin has decided to leave the hustle and bustle of city life behind in exchange for the peaceful tranquility of country life and is now settled in a lovely new home on a "rolling" acre with nothing but the sound of the nocturnal bird, the Whippoorwill, to jolt him occasionally as he sips his Mint Julep under the Magnolia.

Inspector and Mrs. Baker, both native Pittsburghians, are on an extended vacation to all points south including deep in the heart of Texas!

We are indeed happy to report that we have acquired the services of a half-time Clerk Typist, Mrs. Florence Parr, which will enable the Richmond GSDO to give "faster" service with a smile!

* * *

AIR CARRIER

by Howard W. Simcox

Since the Washington Office summoned Barney Agee in April, a steady march of Region One Air Carrier talent has departed for the head office. Jack Templeton; George Harlow, LaGuardia ACSDO; K. V. Kachadoorian, Boston ACSDO and Frank Thomas, Idlewild ACSDO, have all packed their bags and headed Southwest for duty in the Capital City.

Paul Boyd, Flight Operations Specialist, is the latest to be summoned for Wash. duty. The exact date of Paul's transfer is not known at this time but he will go with the knowledge that his services will be missed in the "procedures shop" of NY-227.

Other recent personnel action in Region One - Air Carrier -

Jim Moran from Boston ACSDO to Idlewild IDO; Jack Kiefner from Boston ACSDO to Idlewild ACSDO; Lowell Dravenstadt from Wash. ACSDO to San Francisco IDO; Omar Beasley from Wash. ACSDO to Beirut, Lebanon; Hal Zimmerman from Wash. ACSDO to Boston ACSDO.

END OF AN ERA

by John A. Curran

The first long-range radar used by the C.A.A. is being dismantled and crated for shipment to South America.

First installed in Washington in 1947, as the radar terminal for an every day all weather flight from Wright Patterson Field to Washington, D. C., the old CPS/1 radar was presented to the C.A.A. in 1951 for use by the Washington Center in radar traffic control. The success of its operation can be judged by the number of radar equipped traffic control centers there are in the country today.

This oft modified Microwave Early Warning Radar was one of the first operational radars to use a moving target indicator display, the first long-range radar to be used in traffic control, and the first C.A.A. radar to use video mapping.

The Washington National Airport landmark with its snowplow reflectors was built in 1943 and had been in use by the Air Force and C.A.A. twenty-four hours a day for the past eleven years.

* * *

The Controllers Dilemma

Eenie meenie mine-ee moe
If I let this aircraft go,
Will it cause too much delay
For the others on the way?

Yet, if I hold him on the ground
And clear another for approach,
Can his delay be justified or
Will it be cause for my reproach.

They Say, "Nothing Ventured,
Nothing Gained",
And you should play your hunches,
But, have you ever noticed how
Like grapes, planes come in bunches.

To be a good controller,
You have to have an insight.
But the best ones, are the ones,
With 20-20 hind-sight.

SOFTBALL, FISHING & BOATING AT NORFOLK

BY Norman C. Preece

As Controller Fred Freida was discharged from a local hospital, Controller John Austin entered the same hospital. Major surgery in both cases.

The training school is spearheading the training of all Norfolk controllers in new short-range clearance and other procedures in preparation for changes in sectorization which will be effective upon opening of our new quarters.

All facility controllers are also checking out in the AMIS position.

The softball team has now won seven straight and it looks as if they will go all the way.

The facility bowling league is now going into its third week - and it is readily apparent that more energy is being directed toward bragging, threats and veiled accusations than in bowling.

Bill Nimmo, Deputy Chief, recently bought a new 27-foot Owens Express cruiser. On the first day out a crew member - not Bill Nimmo - fell through the windshield.

Many men in our facility are fishing enthusiasts and for them this area is ideal. Croaker, spot, bluefish, whiting, tautog and flounder are especially abundant. One local sports announcer recently stated, "Our bays and inlets are crawling with flounder - like wall-to-wall carpeting."

Herb Lederman is now in Washington for an extended briefing period preparatory to taking over liaison duties at Quito, Ecuador; and, Tommy Bridges was recently transferred to Pease AFB, near Portsmouth, N. H., and promoted to resident inspector.

So let us always do our best
To keep our wits about us,
To prove the pilot's better off
With us, than without us.

Bob Hubbard
Akron-Canton Tower

THE OLD SPARTAN SETS THE PACE

The patriarch of the Special Services Branch has once again shown the "young-uns" that age is not a deterrent to achievement.

Because he has never missed a match, and because he is the ever dependable anchor man of the "High Flyers", John P. McGovern has been awarded an Honorary Trophy by the F.A.A. Bowling League.

This well deserved award should serve as an incentive to others who may be younger in years but certainly not younger in spirit.



Lou DeRose presents trophy to Mr. McGovern

* * *

JOHN CHEVALIER, JR., GREATER CINCINNATI TOWER, AWARDED BACHELOR OF SCIENCE DEGREE

"School's Out, School's Out, Teacher's Eatin' Sauerkraut."

This familiar refrain can be heard echoing through the radar room and tower cab at the Greater Cincinnati Airport these days. The soloist, John Chevalier, Jr., Watch Supervisor at CVG. In June, "Chevy", as he is known to his co-workers, graduated from the Salmon P. Chase Night College. He is now a Bachelor of Science in Commerce (BSC), having majored in Management. For day school students, this requires, normally, $2\frac{1}{2}$ years of effort; for night school, it was $5\frac{1}{2}$ years.

"Chevy" has been at CVG since March of 1949. He started as a GS-5 and has progressed through the ranks, becoming a Training Director/Watch Supervisor last August.

By Eugene L. Wabnitz

The last $5\frac{1}{2}$ years have been quite hectic for "Chevy" with juggled schedules, split days off and trading of watches with co-workers to allow him to attend classes. Much credit for this must go to the Facility Chief, C. Woodrow McKay, and his fellow watch standers. Despite the apparent difficulties, Jack was able to keep a very good scholastic average and has been elected to Sigma Lambda Chi, national honorary scholastic fraternity.

We at CVG Tower, and, we believe, all FAA personnel, wish to say, "Congratulations" and wish "Chevy" success in the future. He plans to continue to work toward obtaining a law degree -- as his FAA career will permit.

* * *

Roy Jones of ATC Division, is spending his vacation instructing at the Culver Military Academy for the American Red Cross, Small Crafts School. Roy donates his vacation time to this project every year.

CLEVELAND ATFO 18 NOTES

by Walter G. Sunden

Bob Wrenn and crew re-modernized the ATCS once more. New operational requirements are rather lengthy, as it takes a good reach to use the VOR tone controls and dial without dropping the monophone. We were quite amazed at Bob's ability to keep squeezing in the additional equipment into the consoles without a shoehorn.

Things are moving at the Brecksville Peripheral. Don Boyer and Co. are now completing the UHF installation phase. Many thanks, Don, the always temporary everchanging patch panel arrangements finally got to be too confusing, to say the least.

Our submersible eastern fan marker finally was replaced with another facility. The equipment withstood 3 floodings the last one of 5 foot height did it.

The wishful thinking by our MEDIS crew that the 20 or so new Computer printers would be installed and maintained by Remington Rand came to an abrupt end the other day when Abraham and Brown arrived for the installation. One consolation, the Computer Room air conditioning works.

Our popular Tower Radar Chief, Dick Crofford, finally gave up his bachelor status. Lots of luck and future exemptions to you Dick.

The constant hope of Sam Steele and Jim Hehnen is for a south wind, fair enough for boating and with hopes of catching a few fish. The undoubtedly mildly truthful fishing reports from Paul Ciprian at Dansville make us wonder if any fish are left around here.

Ed Mueller, one of the Center installation homesteaders, managed to get summer employment at Virginia Beach, and we learn that our other homesteader Lynn Hoard will join him there shortly. Don't overlook the Oberlin move fellows, we would like to see you back.

Some of the best made plans of men often go astray, this bit of wisdom from Jim Hammond, all set for 2 weeks leave, when 2 weeks jury duty came up at the same time.

NEW FACES IN GENERAL SERVICES DIVISION

by Harry Rosenthal

Within a very few weeks a number of major changes have taken place among the supervisory personnel in GSD. Promotions created vacancies, which were, in turn, filled by newcomers to the Region. Before the process was completed it almost became necessary to have a score card to keep track of the players.

After an extended period of time, and many bids later, John V. Peterson, the Chief of Property Management Branch, was given the nod and stepped in to fill the chair of Deputy Chief, GSD. This appointment occurred just in time for Mr. Peterson to take over in the preparation of the annual budget, which should, at least, give him a good insight into the needs of the Division, and perhaps create a few ulcers on the side. However, he appears to have weathered the initial skirmish and big things are expected for the future. If the going gets too tough, he can look forward to the next visit of the Red Cross Bloodmobile.

As a result of the loss of their Chief, the Property Management Branch started looking for new blood. This time the finger pointed to Henry "Hank" Steuerwalt, the Chief of the Special Services Branch. Hank moved back upstairs from his new quarters in the converted warehouse area to take over the job of a Supply Specialist in the Property Management Branch.

When Hank moved into his new job, he left a very empty space in the Div staffing chart, and the search was on for a new Chief of Special Services Branch. This time a transfusion was indicated, and a raid was made on the Army Engineers. Bruno Ponzi was recruited and took over the new offices in the old warehouse space. He also arrived just in time to prepare the Special Services portion of the annual budget, which duty was ably fulfilled with a minimum loss of hair. For the future we can unhesitatingly recommend Mr. Ponzi to anyone in need of Special Services.

(Cont'd. on Page 7)

ATC Facility Chiefs' Conference (Continued from Page)

The Reorganization Act of President Roosevelt in 1940 stripped the Authority of its independent status and placed it under the Department of Commerce. It remained in this status for approximately 18 very progressive years when the Federal Aviation Act of 1958 was passed.

Mr. Blatt concluded his speech with an explanation of the new Act as it pertains to all facets of aviation.

Mr. W. H. Cramer, Chief of the Air Traffic Control Operations Branch, Chairman of the Conference, introduced Mr. Wayne Hendershot, Chief of the Air Traffic Control Division. Mr. Hendershot extended a welcome to the Chiefs and thanked them for their cooperation in carrying out the aims of the Buffalo Conference and the assigned tasks of the Division in controlling and expediting the huge number of aircraft operating in the Region in a safe and expeditious manner.

He spoke briefly on the selection of Atlantic City for the conference site. Mr. Hendershot explained that the nearness of the National Aviation Facilities Experimental Center (NAFEC), their invitation and our acceptance to visit their Center for the purpose of seeing, first hand, NAFEC's presentation in the area of Research and Development, was a prime factor.

Among the guests of the conference were Mr. R. M. Brown, Chief, Air Navigation Facilities Division; Mr. J. Hogan, Chief, General Services Division; Mr. I. Mark, Chief, Budget and Finance Division; Mr. R. Farrell, Chief, Personnel Division; Mr. J. Regan, Deputy Chief, Air Traffic Control Division; Mr. A. Schanz, Deputy Chief, Operations Branch, all of the First Region. Two Washington Office representatives were Mr. H. Barnes of the Facility Operations Branch and Mr. J. Kennedy of the Communications Branch. Other Region

representatives were Mr. R. M. Robinson of the Evaluation Branch, Region Two; Mr. J. F. Parker of the Operations Branch, Region Two; Mr. W. Zwiacher of the Operations Branch, Region Two; Mr. R. Davison of the Operations Branch, Region Three; and Mr. W. M. Flener of the Operations Branch, Region Four.

The second day of the conference was convened at the National Aviation Facilities Experimental Center, where, after a welcoming address by Col. Wm. Cowart, the conferees attended lectures and observed the various new systems and equipment being evaluated by NAFEC for the Federal Aviation Agency's use.

The remaining days were devoted to the general day-to-day operations and discussions led by personnel of the various Divisions and Branches of the First Regional Office.

The conference closed on Friday, May 22, 1959.

* * *

5000 Pilots - 500 Aircraft (Continued from Page 1)

This annual event consisted of manufacturers' exhibits, flight demonstrations, aircraft static displays and discussion programs.

The award winning aircraft in competition was a Fairchild Friendship F-27, owned by Westinghouse Electric and piloted by A. C. "Curley" Korb.

* * *

New Faces in General Services Division (Continued from Page 6)

Meanwhile, back at the Branch - Property Management, that is - the Branch Chief's job was vacant. Reversing the trend of migrating to the new State of Alaska, Kenneth L. Dyste joined us from Region 5. Ken, as he prefers to be called, arrived without dog sled to be greeted by another ex-Alaskan, the Chief of General Services Division, Jack Hogan.

We wish to congratulate all concerned and to extend a hearty welcome to the new members of Region One.

FEDERAL AVIATION AGENCY

June 16, 1959

Agency Bulletin

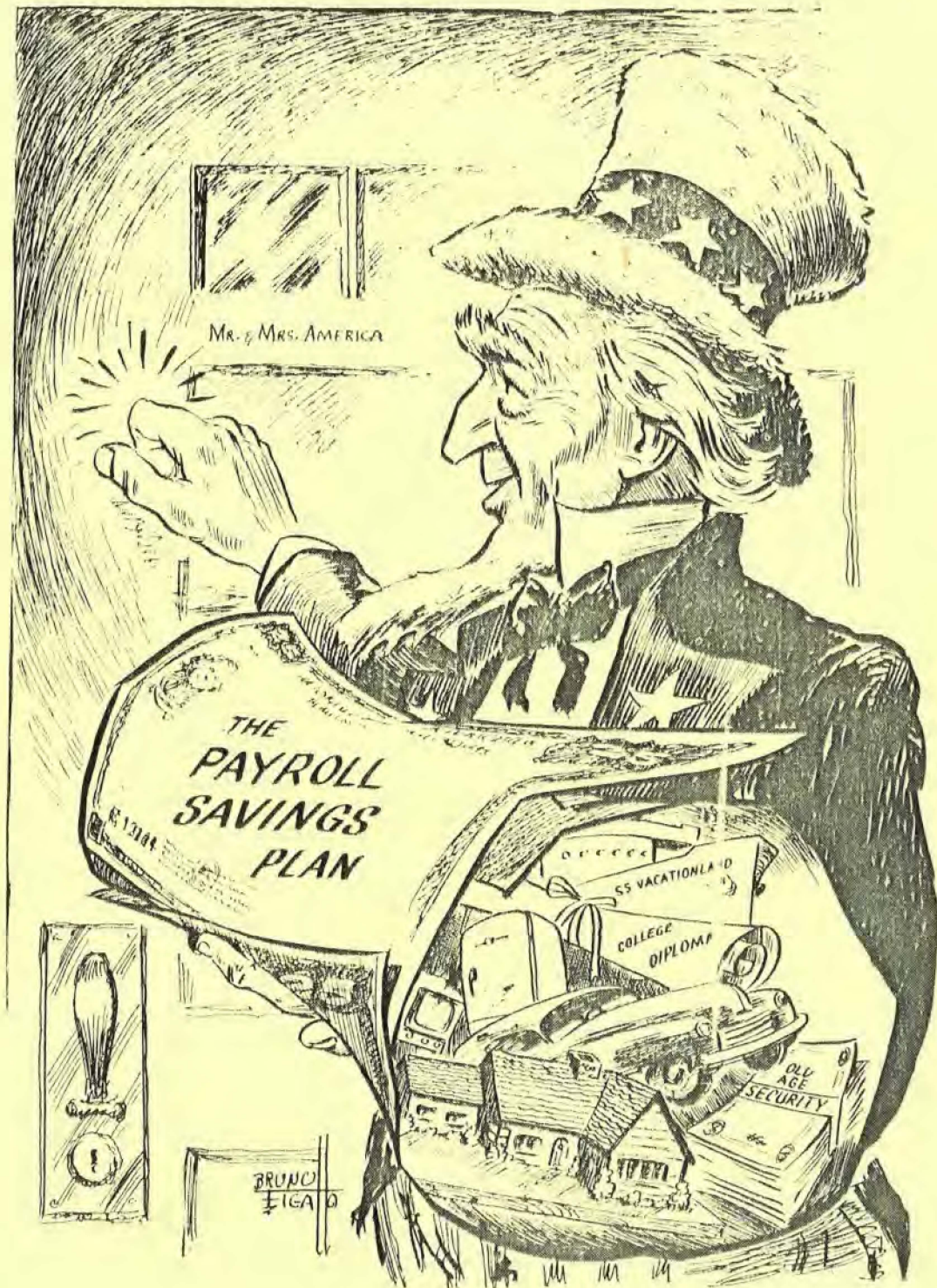
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COMPLIANCE AND INSPECTION RESPONSIBILITY

1. Purpose - The purpose of this Bulletin is to establish Federal Aviation Agency policy with respect to the detection and prevention of acts of impropriety, unethical conduct, or violations of law by employees or representatives of the Agency.
2. Policy - The Administrator's authority and responsibilities in controlling the Agency are defined in Section 301 of the Federal Aviation Act of 1958 (PL 85-726). The Bureau of the Budget specifically requires the Administrator to establish adequate inspection and evaluation facilities to discharge his continuing administrative responsibilities with respect to the official conduct of all personnel under his jurisdiction. To assure the integrity of Agency operations, to promote compliance with applicable laws, policies and regulations, to avoid even the appearance of impropriety and to safeguard public confidence in the FAA, the following policy is hereby prescribed:

The highest possible standards of integrity and ethics in official conduct are to be promoted and maintained by all employees and representatives of the Federal Aviation Agency.
3. Assignment of Responsibility - Compliance with this policy in accordance with established procedures is the responsibility of every Federal Aviation Agency employee. Responsibility for assuring the execution of this policy is hereby assigned to the Compliance and Inspection Division of the Office of Management Services.
4. Effective Date - This Bulletin is effective June 16, 1959 . All orders or instructions, or parts thereof issued prior to this date which are inconsistent or in conflict with this Bulletin are amended or superseded accordingly.

Administrator



Speaking of Vacation



AND PLAIN HORSE SENSE

More people vacation in July, August and September than during any other three-month period of the year. Most people who travel those months will make the trip by car. About 3 out of 10 trips during the period will be less than 100 miles. More than half will be less than 200 miles.

With these facts in mind, the National Safety Council issued these helpful hints for vacationers:

Before you start your trip

1. Jot down the items you want to take along. You'll think of more things to add to the list as the Big Day approaches. And you'll probably eliminate a lot of the excess baggage.
2. Have your car serviced thoroughly. Pay special attention to lights, brakes, tires and steering.
3. Make sure you take along such items as a first-aid kit, spare tire and jack.

On the way to your vacation spot, the Council says. . . .

1. Pay strict attention to your speed. And obey traffic signs -- they're your signs of life.
2. Look out for the other fellow. A good driver is a defensive driver.
3. Don't overdo it on the road. Take rest stops often, and limit your day's driving to 300-400 miles.

And when you arrive at your destination

Don't overdo it! "Fun is fun", the Council agrees, "but too much exercise can be dangerous. Play in moderation -- and rest when you're tired."

Other suggestions:

1. Swim only as far as you know you can.
2. Look where you're diving. Before you dive, find out about underwater obstacles and the water's depth.
3. Enter cold water gradually.
4. If your boat capsizes, stay with it till help arrives.
5. When it's hot, drink lots of liquids (non-alcoholic if driving).
6. Better be pale than parboiled -- don't get half baked under the sun.

- M. Kozulak