



THRUST

volume 2

Nov. - Dec. 1960

Number 11-32



FAA Library

From the desk of the Regional Manager



TO MY FELLOW EMPLOYEES OF FAA:

As you know, I am a recent addition to Region One, having transferred from the Second Region in Fort Worth about six months ago.

In New York many people think of the Southwest in terms of Indians, cowboys and oil wells. In Texas they think of New York as a great city of tall buildings and a mass of people cold and indifferent to each other. Regardless of these ideas and the fact that I do not have even a small part of an oil well, I have found the people in Region One most cordial, helpful and cooperative.

During the past year there have been reorganizations and transfers, which are disruptive, but I find the drive and interest in doing a good job continues. Much has been accomplished and we have much to look forward to in the future.

As the Christmas Season approaches, we all pause to express our feelings of good will toward our fellow man.

May I take this opportunity to express my deep appreciation for the warm welcome and acceptance into the great family of Region One.

To each of you and your families I extend the Season's Greetings and heartfelt good wishes for a most enjoyable Christmas, with health, prosperity and success being your daily companion.

Sincerely,

A handwritten signature in cursive script that reads "L C Elliott".

L. C. Elliott
Regional Manager

HOGAN DEPARTS FOR D.C.

SELECTED FOR WASHINGTON POST

Jack Hogan, Acting Chief, Materiel Branch recently departed Region I to accept the position of Assistant Chief, Materiel Program Division, in the FAA Washington office.

Jack came to Region I in February 1957, as Chief, General Services Division having previously served the FAA in Hawaii and Alaska.

GAYLE NAMED CHIEF CARDINALI ASSISTANT

Ernest L. Gayle was selected as Chief of the Facilities and Materiel Division, Maintenance Branch. Gayle has been acting chief since April of this year.

Louis J. Cardinali was named Assistant Branch Chief.

FACILITIES AND MATERIEL ENGINEERS AID FOREIGN GOVERNMENT

Facilities and Materiel Field Division No. 1 is cooperating with the Washington Office by the assignment of two of its qualified engineers to Germany, France, and Iceland. The assignment in Germany and France covers a total of seven VOR sites which are to be tested with portable equipment to determine the performance characteristics prior to permanent installation of equipment. Five of these tests will be conducted in Germany and two in France. The Iceland assignment covers the tune-up and commissioning of a VORTAC facility. These assignments will be run from about six weeks to three months.



EXTRA... MAN BITES DOG

Jack Hogan unofficial toastmaster for Region I was guest of honor at a farewell buffet. Jack experienced the shoe being on the other foot. Pictured above, singing his praises is John Peterson, Acting Assistant Chief, Materiel Branch, Dick Battle, Assistant Chief, Facilities and Materiel Branch, Field Division No. 1, Regional Manager, L. C. Elliott, and Smiling Jack.

SALVATORE MAGGIO SELECTED REGIONAL SECURITY OFFICER

Salvatore Maggio former U. S. Civil Service Commission Investigator was appointed Regional Security Officer and assumed his duties November 27th. The newest member of the regional manager's Staff has been a Federal employee since 1945.

Prior to duty with the Army in World War II, Maggio was a teacher and football coach at St. Francis Prep.

Mr. Maggio received a BA Degree from Colgate University. He and his wife Rose and their children Marilyn and Donald reside in Flushing, N. Y.

THE CONTROLLER TAKES A WIFE

From Baltimore to Paris by jet, and from Paris to Greece in a Renault Dauphine purchased in the French capital, Washington Center controller George Cokonis sped to his waiting bride-to-be in the town of Tsotyliion.

The marriage took place in Kozani, Greece. After a few days of family visits and a stop at the Acropolis pictured left, the Happy couple motored to Paris, arranged for their Dauphine to follow by ship, and boarded a jet for the U. S.

A previous visit to Greece, by George several years ago and a voluminous correspondence resulted in this happy alliance.

EDITORIAL

THE OFFICIAL EMPLOYEE PUBLICATION OF
REGION ONE, FEDERAL AVIATION AGENCY.
HEADQUARTERS: FEDERAL BUILDING, NEW
YORK INTERNATIONAL AIRPORT.

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This is the twelfth issue of THRUST. It is the first issue which has not been edited by Eual H. Thornton. Eual conceived and produced THRUST one year ago, carried it through eleven successful issues, and then left the Region for assignment to FAA's national headquarters. THRUST, however, remains. For this, Eual, we thank you. And Godspeed in your new assignment.

At year's end, we can ask ourselves what sort of year it has been. How have we fared? What have we learned? For each the answer is different; although we have much in common. Our agency, our country, and this life together.

THRUST exists, however, to remind us that we share something else in common - the Region. Region One is our particular region. And it's a great region.

It's a great region because its strength is derived from the devotion of 7145 employees to their jobs. Employees like Don climbing that antenna in Dansville; Pete in the Cessna to check out a flying salesman; and Tom putting the weather on the teletype. Also Mary pounding the typewriter. And Ben worrying over the scope. And Bob, and Tony, and Phil.....And you.

Merry Christmas!

REPORTERS

JAMES DOLLARD

DICK GALE

FRANK HELLER

EILEEN HUSSEY

DONNA LEWANDOWSKI

MARGUERITA MCLEAN

FELICIA ORIOLES

HARRY ROSENTHAL

GRACE SABATO

HOWARD SIMCOX

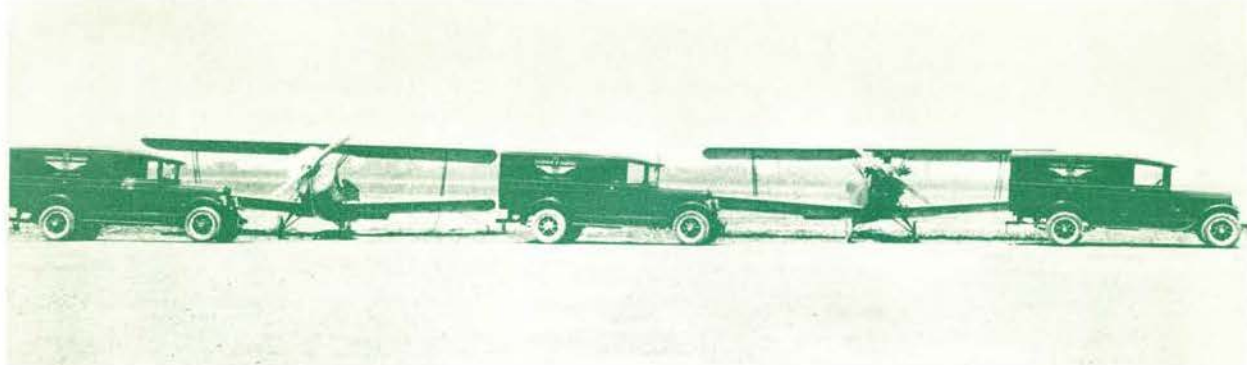
ESTHER SULZER

CHESTER TALIX

THE COVER

Our cover this month was photographed inside the International Arrivals Building at the Region's home airport-Idlewild. The picture was taken December 8th-before the rush of home-ward-bound travellers had started. By New Year's Eve, however, it will have greeted over 100,000 visitors and Americans returning home for the Holiday Season.

TRAVERSING MEMORY LANE WITH 'CHUCK' WILSON



Charles S. 'Chuck' Wilson, 30 year veteran of Federal Aviation retired recently--leaving a legacy rich in memory and accomplishment. Because his career and the FAA's were so closely related in the insuing interim, from his entrance with the Bureau of Lighthouses, one of the forerunner government agencies to the FAA, and his retirement, Thrust has decided to do a pictorial presentation on Chucks career. (Pictured above is some of the equipment owned by the Commerce departments' airways division in Buffalo, N.Y., scene of Chucks first duty station.)

Pictured right, is Chuck in the uniform then worn by the mechanicians in the Bureau of Lighthouses. These uniforms were mandatory and purchased by the mechanicians at their own expense.

This situation was instrumental in Chuck becoming part of a humane conspiracy against bureaucracy. Chuck encountered a stationkeeper down on his luck, in matters financial, who could ill afford to purchase a uniform. Travel in those days was tedious and time consuming and consequently the more remote stations were rarely visited by Washington dignitaries. Chuck being quick of wit, prevailed upon the hapless stationkeeper to wear Chucks' uniform and have his picture taken in same. The dastardly deed accomplished, the conspiring pair sent the photo' to Washington. The luckless stationkeeper to all apparant purposes had complied with the Washington mandate.



Chuck received many acheivment awards throughout his long career having entered federal aviation in its virtual infancy and progressed with it. Dispite this, his modesty is readily apparant for when asked on his biography form, to list any accomplishments or honors--Chuck answered none.

Chucks album of memoirs include many of the greats and near greats in the aviation field.

Most were happy to be numbered friends. The picture of the pilot and craft displayed in the lower right corner, according to Chuck, is none other than our regional manager, Mr. L. C. Elliot, who at the time this picture was taken was one of the two flight inspectors of the division of airways for the Department of Commerce.

These flight inspectors were greatly instrumental in the formation of many of the present day airway systems. Chucks great love of his lifetime pursuit is best expressed by his statement, "The happiest years of our lives, were the 30 years and 7 months spent with the FAA".



The picture on the left is 'Chuck' as he looks today, a little less tan perhaps for Chuck and his wife Ethel, are living in their new Orlando, Fla. home.

...INTRODUCING MISS GANIO



Elvira E. Ganio chief of placement Branch, Personnel & Training Division's task is to select the best qualified person for the prevailing opening. Because of this her name is probably as well known as any in the Region.

Quite a few however are surprised upon finding the chief - is a squaw.

All but one year of her federal service has been spent in the regional office - The other in the Personnel Office in Washington, D. C. - her birth-place.

'Vera' "Loves to travel," - has viewed most of the U.S., Mexico, Canada, and has twice visited Europe. As a child she lived for three years at the foot of the lovely Italian Alps. Vera also derives immense pleasure in visiting her brothers upstate dairy farm.

Although she has tried her hand at tennis, golf, horseback riding and likes to swim, she professes to being lazy by nature - and prefers the less active pastime of sketching with charcoal, pen and ink and water colors.

'Vera' lives in Kew Gardens Park, L. I.

C.W. PENNY...

Cecil W. Penny acting chief of Aircraft Service Branch, shoulders the responsibility of insuring the safe efficient operation of all FAA owned and rental aircraft in region one.

His headquarters located in hanger 11 at N. Y. International Airport is affectionately dubbed 'Pennys' Arcade'. "Pennys'" vast experience in the maintenance and inspection field makes him



ideally suited for his present position.

A veteran pilot-he has been flying since 1927 he is - a member of the select Pioneer Airman OX 5 club, and was co-pilot for A. C. Bostwick of international polo fame for almost 10 years.

Penny claims to have outgrown the golf-bug and devotes most of his active participation in sports, to bowling and an athletic game of five card stud.

When not busily scurrying from town to town for the FAA he can be found with his wife Mary at their home in New Hyde Park, L.I.

AND V.T. GUCCIONE...

Vincent T. Guccione, as Regional Civil Aviation Planning Officer on the staff of the regional manager is responsible for developing plans which will provide guidance to all segments of civil aviation to insure its' continuity in the event of an attack by an aggressor nation.

Vince entered federal aviation in 1941 with the airways engineering division and is the former deputy airspace utilization officer of the air traffic management division. He attended the Pratt Institute school of Architecture in Brooklyn.

The Guccione family - Vince, Mary his wife, and daughter Mary Anne make their home in Woodhaven, L. I.

Has a great love of deep-sea fishing and enjoys an occasional day at the Yankee stadium watching the pin-stripe lads in action. Abstract art and music fulfill his artistic designs.





LANDING FEE DEER

Pittsburgh, Pa.

It was a deer landing for Capital 724 at Greater Pittsburgh Airport September 12, 1960. The aircraft broke out of the darkness to find three of St. Nick's escorts making a pre-dawn runway inspection. Apparently obsessed by the thinking that possession is nine-tenths of the law, they stood like three of Custer's henchmen in defiance of the mighty DC-6. (It is believed that one was heard to say something like, "what am I doin' here?") They put up a gallant fight and, even though they started with a thirteen point lead, it was quickly determined that they would be left in the wake of the whirling props of number three and four engines.

None of the officials of the company have expressed any enthusiasm over the greeting, the deer have had nothing to say - but the kids at one of the local orphanages seem to relish the out of season treat.

If Santa shows up a little late this year, it may be because Donner, Vixen and Cupid didn't return from annual leave.

Coval New Teterboro Tower Chief

Teterboro, N.J.

Bertram S. Coval was recently selected as Chief of the Teterboro, New Jersey Airport Traffic Control Center. Mr. Coval, a veteran of almost 13 years with the Agency, first entered on duty with the CAA at the Washington National Airport Tower. The bulk of his service has been at the La Guardia Tower in New York where he progressed to the position of watch supervisor.

During World War II he served as a control tower operator with the U. S. Navy. Mr. Coval is married and has two children.

ELKINS, W. VA.

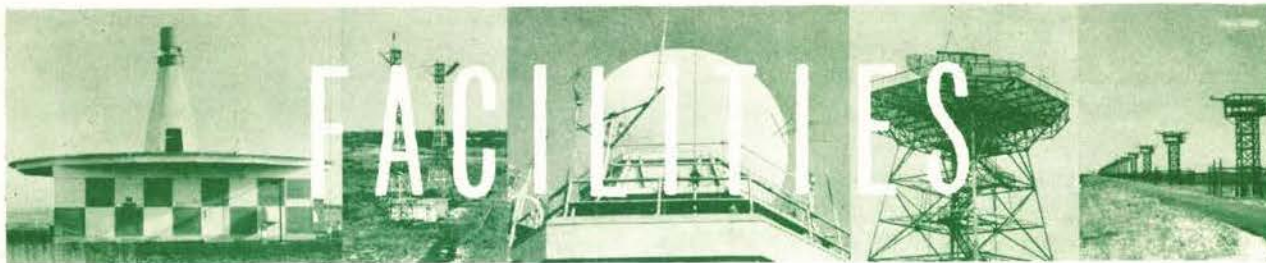
An unusual Flight "Assist" was recently performed at Lewis Field, W. Va. The pilot of a BNZA Aircraft advised ATCS D. J. Bellotte and Raymond McCarthy, on duty at Elkins FSS, that he was blinded by the setting sun and was unable to locate the airport. A quick check of visible landmarks indicated the Bonanza to be in near proximity of the elusive airfield. Elkins FSS alerted the W. Va. State Police who promptly located the Nomadic BNZA, - attracted the pilot's attention by frantic arm waving - and proceeded to the airport with the aircraft in visual tow. A chagrined pilot then made a safe landing and a proud state trooper now calls his prowler car - "Localizer."

HARRISBURG TOWER STAFF UNDERGOING JET FLIGHT FAMILIARIZATION



Randolph G. Wendel, Supervisor-Coodinator at the Harrisburg, Pa. Tower is shown receiving final instructions from Capt. Fordham prior to takeoff on a familiarization Jet Flight.

The jet familiarization flights are part of a planned program for the Harrisburg controllers. Liaison visits to the Olmstead Air Force Base, are also planned.



FACILITIES

Technicians Assist Ambassador and Party
Washington, D.C.

Two Washington National Airport radar technicians recently assisted the Costa Rican Ambassador and his party. The technicians, Warner W. Turner and Russell R. Chesley while performing a routine inspection of the radar equipment, heard cries of help from the adjoining Potomac River.

Upon investigation they found a Navy Captain swimming ashore, -- it seems the Captain's boat, which contained the Ambassador and other dignitaries, was drifting helplessly because of a stalled engine.

Turner and Chesley assisted the Captain ashore and helped obtain a crash boat which was used to effect a rescue.

Farewell Party Given Outgoing ATFO Chief
Washington, D.C.

Carl Keys, chief of the field office in Washington, D.C. was feted at a farewell party recently by fellow workers and friends prior to his departure for the Washington Office.

The former head of the old Sector 3 has been chief of ATFO #77 since May 1957, and had seen the office grow and become one of the larger field offices in the agency.

Erie, Pennsylvania

From: Chief, ATDO #11 we learn C. S. Nardi, EMT (Relief) was the first deerslayer in District 11 this season.

Using a steel jacketed 1955 Chevrolet sedan Mr. Nardi bagged a 175 pound buck at the Bradford, Pa. airport.

Needless to say, he was without his Chevrolet for five days while repairs were under way. To top it all off, he was not allowed to keep the buck.

AIRPORT SAFETY AUTHORITY HEADS
NEW AIRCRAFT FIRE-RESCUE PROGRAM

A new aircraft fire and rescue program, recently inaugurated by the Federal Aviation Agency, is headed by a nationally recognized authority in the field of airport safety, John W. Bridges. The program has been placed in the Airport Division of FAA's Bureau of Facilities and Materiel.

The new unit will develop the Agency's airport safety program including airport ground safety standards and the development of equipment such as fire trucks.

Major goals of the FAA airport safety program include:

Establishment of an educational program to encourage adequate fire protection and rescue capability.

Operation of a central office through which information relative to airport safety, particularly safety improvement resulting from experience may be disseminated to airport operators on a nationwide basis.

Publication of suggested specification standards for mobile fire and rescue equipment that can be used by airport operators in developing a "specification yardstick."

Before joining FAA, Mr. Bridges served for 15 years with the Military Air Transport Service as director of a worldwide aircraft rescue program. An active member of the National Fire Protection Association, he will maintain close liaison with the association and other national organizations devoted to improving airport safety.

Jamaica, N.Y.

Michael Kozulak in charge of training program for the Materiel Branch, Peter P. Gorski of the main operations sector and Leonard A. Gottesfeld of ATDO #1 Far Rockaway, N. Y. all recently completed the Radiological Monitoring for Instructors Course given by the Office of Civil Defense.



MCKAY KEYNOTES ATLANTIC CITY FLIGHT STANDARDS CONFERENCE

Flight Standards Field Division No. One recently held a conference at Atlantic City, N.J. and the keynote speaker was Curtis A. McKay, chief of field division one.

Mr. McKay advised the conference that the bureau of flight standards is conducting its own study of area offices and that three temporary pilot offices are to be opened on January first 1961, at Atlanta, Winston-Salem, and Miami. Other flight standards district offices within these areas will be closed for the duration of the test. This, however, will not affect the Aircraft Managements Branches' participation, in the area offices to be established in conjunction with the Air Traffic Management and Facilities and Materiel field divisions.

Other regional office representatives included, J. Saure, engineering and manufacturing, E.E. Blanchard, aircraft management, W. Crosby, maintenance, and J. Shipp operations.

MISSILE CONTROL SYSTEM HAS MICRO-SWITCHES GALORE

A missile flight control system opens and closes 102 micro-switches in a five minute interval.

ENGINEERING PERSONNEL UP

The ratio of engineering and scientific employees to production workers in the aerospace industry has increased from one to 11 in 1950 to one in four today.

USE OF PLANES TO SPRAY CROPS NETS \$3,000,000 YEARLY

Use of agricultural planes for spraying insecticides on crops add \$3 billion to the nations farm income annually.

PUBLIC PERMITTED TO REBUTE PROPOSED AIR TRAFFIC RULES

The Federal Aviation Agency has provided a 15-day period from December 15 to December 29, 1960 for interested persons to reply to comments received by the Agency relative to the recent FAA proposal to establish revised airport traffic area rules.

This marks the first time in its rule-making procedures that the FAA has provided the public an opportunity to make further comments on those received prior to the closing date for response to the proposed rules.

The opportunity for rebuttal is being provided because the proposed regulation affects the operation of almost all branches of aviation and is expected to generate a heavy response of diverse opinions.

The proposal is aimed at standardizing air traffic flight procedures in the vicinity of control tower-equipped airports in order to promote air safety and minimize aircraft noise in communities around airports. It would establish an airport traffic area up to 2,000 feet in height within 5 miles of the center of the airport at those airports having control towers. Within this controlled area, specific requirements related to radio communications, operating altitudes, speed, and approach and departure procedures would apply.

The 15-day reply period will permit persons to examine the docket, compare the opinions of others and offer additional comments for or against these opinions, or elaborate upon specific recommendations.

FIRM TESTS METHOD TO EXTRACT WATER FROM STONE (PITCHSTONE)

An Aerospace company is testing a process for extracting water from stone. The purpose is to measure the efficiency of recovering water from hydrous rocks such as pitchstone, which is believed to exist on the moon. Pitchstone a variety of volcanic rock, often contains five per cent water by weight.



SPOTLIGHT ON SAFETY

by Michael Kozulak



SANITY CAUSE

Just about now we're all getting into high gear for the holiday season. The excitement that goes with Christmas is making itself evident in the scurry for gifts in crowded stores, heavier and quicker traffic and in the very air itself. All of us want this to be the best of all our Christmases.

Those of us engaged in promoting the spirit of safety...just to keep in character...also want this to be the safest Christmas any of us have had yet.

Santa Clause and the Safety Cause make a good team for home happiness.

A COLD...TIP

Pilots using anti-histamine drugs have been cautioned not to operate aircraft unless they are certain the drug causes no side reactions such as dizziness or drowsiness in them. The same caution should be observed in operating motor vehicles. No person should overlook the possibility that he or she may be particularly susceptible.

SAFE DRIVING HINT

Slow down... there are only 36 million minutes in a life span. Reckless driving never determines who's right...just who's left.

JOURNEY'S END?

After a trip from London to the U.S.A., the pilot thanked the passengers and extended his best wishes; he then told them that the most hazardous portion of their journey was to begin...the taxi trip from the airport to the city!

QUICK PARKING SOLUTION

One nice thing about a house trailer, you always have a place to live while you're looking for a place to park.

FIRE-SAFE XMAS

The Tree - buy one that hasn't dried out from prolonged storage; stand in water or snow outdoors until ready to use indoors. Bring tree indoors just before and dispose of it immediately after Christmas. Support tree well; place tree trunk in water. Keep away from radiators and fireplaces.

Lighting - Use lighting sets that bear Underwriters' Lab. label; check sets before using for frayed wires, loose connections and broken sockets. Don't plug too many cords into one outlet. Turn off tree lights before retiring or leaving the house.

Decorations and Wrappings - use non-combustible material to decorate your home; when you must use combustible materials, be sure they are "flameproofed". Don't let your Christmas wrappings accumulate in your home.

Gifts - don't buy pyroxylin plastic dolls, toys or non-flameproofed cowboy suits. Toys operated by alcohol, kerosene or gasoline are especially dangerous. Look for Underwriters' Lab. label when buying electrical toys.

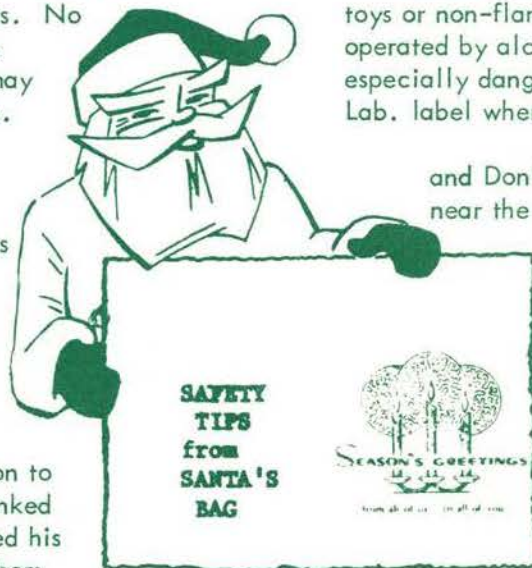
and Don't Forget - don't allow smoking near the tree amidst decorations or piles of wrappings; have plenty of ashtrays around and...use them.

VERTICAL TRANSPORTATION

Elevators may be slow at times, but it's the safest way to travel. The safety of elevators, say expert mechanics of G.S.A. is attested by record. They travel in

total more passenger miles than any other form of human transport, but their accident rate is a fraction of that logged by other media.

The real trouble with elevators say GSA, is not the machine, but the customers. People don't believe the sign when it says "Load Limit 16".



Andrew Husser of the Personnel Program Division, FAA Washington office of Personnel and Training, is currently reviewing the operations of ATM flight service stations in order to determine the effect of newly assigned station missions, on the positions of flight service specialists. New or revised position-classification standards may result from this study.

During the month of November, Mr. Husser visited stations at Windsor Locks, Conn. Poughkeepsie, N. Y. and Jamaica, N. Y.

A number of bills affecting Federal employees failed to pass the previous congress and will probably be re-submitted in 1961. They include bills to:

- a. Provide for the defense of suits against federal employees in cases of on-the-job accidents.
- b. Increase per diem and mileage allowances and permit expense for parking fees.
- c. Grant an employee who receives a promotion a transfer to a position of higher grade a pay increase equivalent to not less than a two-step increase of the grade from which he is promoted.
- d. Transfer many of the Civil Service Commission functions to an Office of Personnel located in the President's office.

"FAA Employment Policy Against Discrimination"

The Federal Aviation Agency Employment Policy requires that the highest standards of democracy be maintained and that every employee and every applicant for employment receive equal treatment and opportunity based solely on consideration of merit and fitness.

In accordance with the provisions of Executive Order 10590 and the FAA policy as set forth in Agency Bulletin 59-33 and Agency Practice 3-713, there shall be no discrimination within the Federal Aviation Agency against or in favor of any employee or any applicant for employment because of race, color, religion or national origin.

Placards defining the FAA policy and procedures relative to filing a complaint of discrimination have been distributed to all Region One major field facilities for posting. These placards are also prominently displayed in selected locations with the Federal Building."

The government printing office craft employees are negotiating for a 37 1/2 hour work week. Public printer Blattenberg has referred their demand to the joint government wide congressional committee on printing. Due to the complications involved the committee's decision may have an indirect effect on the work week of other government employees as well.

OTHER PLANNED PERSONNEL ACTION

The Bureau of Labor Statistics report - comparing the salaries of federal classified employee jobs with those in industry will be released shortly. This report could have an important effect on future pay-fixing policy.

A bill was proposed in the previous Congress to consolidate all agencies with transportation missions (including FAA) into a Department of Transportation, headed by a Secretary with cabinet status.

Maintenance Branch, Facilities and Materiel Field Division No. 1, will shortly publish an explanatory booklet describing (1) the differences between secretary and clerk-stenographer positions and (2) the nature of the position-classification standards governing the grading of secretary positions.

"All that is necessary for the forces of evil to win in this world is for enough good men to do nothing."

Edmund Burke

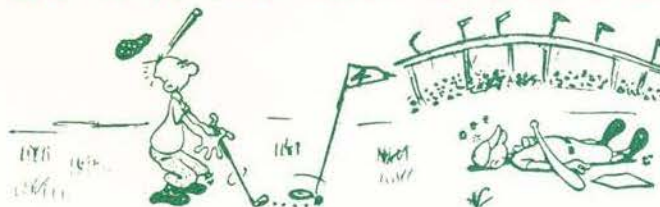
ATTENTION: RETIRED FEDERAL EMPLOYEES

Local chapters of the National Association of Retired Civil Employees throughout the states of New York and New Jersey, have scheduled a round of meetings on the Retired Federal Employees Health Benefits Program. These meetings, open to all retired Federal employees and survivor annuitants, cover an explanation of the provisions of the new Act (Public Law 86-724).

The meetings have been scheduled to be held in Room 506, U. S. Civil Service Commission, News Building, 220 East 42nd Street, New York City, as follows:

Wednesday, December 7, 1960	- 9:30 a.m.
Wednesday, December 14, 1960	- 9:30 a.m.
Tuesday, January 17, 1961	- 9:30 a.m.

SPORTS OF SORTS



A QUERY FROM BEANTOWN, HOCKEY ANYONE

Boston, Mass.

If nothing else a challenge hurled from New England way is unique. Paul Fisher of the Boston center, and his "battling bruisers" hockey team, are challenging any facility in the region to a 'friendly' game of hockey....

The Boston center golfers, region one champs, by virtue of their victory over all comers at the annual golf fourment at Westover AFB credit much of their success to Sid Poe, Dan Haywood, Les Denning and a host of others. They begrudgingly credited Leigh Reynolds, Joe Nolan, "A. Palmer, and S. Snead" of the New York Center for sparkling performances.

SHADES OF ROBIN HOOD

Washington, D. C.

The honor of bagging the second deer of the season, by bow and arrow--at the A. P. Hill reservation, an 81,000 acre paradise in Virginia, went to Washington center controller Ed. Bark. No novice to the sport of archery - Ed duplicated this fete last season with the same trusty 47 lb pull bow. This is a definite case of a bow being worse than its Bark.

BOWLING BITS:

New York, N. Y.

After eight weeks of kegling the Stringers are leading the 10 team FAA International Bowling League. Jim McMatton, the Stringers strong boy, led the male bowlers in all departments -- He has posted a high game of 258, boasts the high average of 182 and copped the high series honors with a 626. Edna Smittou leads the lasses with a high game of 168 to high average of 143 and a high series of 467.

Norfolk, Va.

In a bowling contest with turkeys for prizes= Howie Debold bowled a high series of 591. Two other winners of gobblers were Bill Fields of Operations and Don Broschius of Maintenance.

New York, N. Y.

E. B. wonders what has become of the Rod and Gun club.

SAINT NICK PHILIPSBURG STYLE IRON MAN CHAPLIN PORTRAYS 'SANTA'

Frank L. Chaplin flight service specialist at Philipsburg, Pa. has the double distinction of not using a single hour of sick leave in a 20 year period, and playing Santa Claus to hundreds of children annually.

This year Frank has gone modern and as the photo below attests Santa arrived in a 'copter' to the delight and astonishment of the small fry in the Philipsburg area.



The use of the 'copter wasn't due to a progressive urge on 'Santas' part, but on the absence of three of his favorite chargers.

(reference-'deer landing fee' - traffic page)

A recent FAA survey shows 3,284 business firms operate about 5,000 aircraft and employ 6,172 professional pilots.

'HANK' PETERSON RETIRES AFTER 31 YEARS

Henry W. 'Hank' Peterson long time Deputy Chief of the maintenance branch of facilities and materiel recently retired after 31 years of federal aviation service.

Hanks' initial duty assignment was with the old Bureau of Air Commerce, in 'Operations', known today as air traffic management. While on the road as a maintenance inspector, attached to the New York regional office, he toured the region from stem to stern and was an instrumental force in the development of many electronic innovations.

His friends and associates feted him with a send off dinner just prior to the effective date of his retirement.



To The Editor:

Many Electronic Technicians have expressed to me disappointment that there are so few news items in the FAA THRUST magazine about Technicians. Since we are one of the largest groups of FAA employees the only possible reason for this is that we are just not submitting items for publication.

In an effort to help correct this I am submitting a news item describing an experience by two Electronic Technicians of ATFO-77, Washington, D. C. We hope to have more news items for you in the future.

Sincerely,

J. M. Craven
Eng. Techn. ATDO-13
Arlington, Virginia

Ed. Note: *You're right, JMC. We're printing your news item on our "Facilities" page.*

To The Editor:

Over a period of time, THRUST has had a lot of interesting items, but mostly about Air Traffic Controllers.

It seems as though maintenance is a forgotten group.

To my way of thinking, an aircraft aloft is only as good as the mechanic who maintains it. Having been with FAA slightly over a year, working out of Idlewild, New York and Norfolk, Virginia and visiting facilities in Region One, I think a lot of credit should go to all the ATFO Chiefs' and their respective maintenance crews for the handling of their equipment, especially during "emergency conditions".

Oh yes, in the September issue of THRUST, one of the ten bowling teams from the facility proper in Norfolk is the maintenance team. Would like to hear more about maintenance in future issues.

Anthony J. Scarangella, EMT
Norfolk Maintenance Reporter
ATFO #53, Norfolk, Virginia

Ed. Note: *AJS, what applies to JMC, applies to you also. Keep the news coming.*

This is our Christmas Carole---
Carole Warwick, that is. She graces the office of the New York Center as a clerk-steno and is a graduate of Andrew Jackson High School in St. Albans, N.Y. Carole's a real rarity in this jet age--a throwback to the 'Girl who married dear old Dad'. Her hobbies include sewing and reading and helping her three sisters and only brother, in painting and wall papering their 'old homestead'.



Her choice of a lifetime partner needn't possess a bulging bankroll, if his attributes include understanding and intelligence.

Carole is no square, however, and a love of tennis and swimming have done much to perfect her form divine.

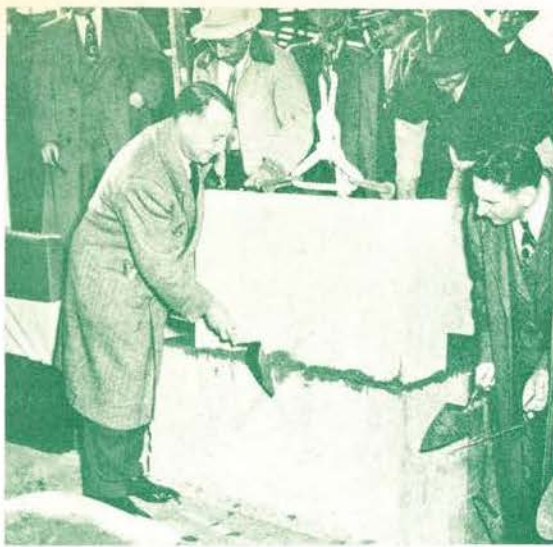
MEDICAL ADVISORY COUNCIL ESTABLISHED BY FAA

An 11-man Medical Advisory Council has been established by the Civil Air Surgeon of the Federal Aviation Agency to assist the Agency's Bureau of Aviation Medicine with plans for developing, operating, and co-ordinating FAA's medical program.

The eleven doctors invited by the Civil Air Surgeon to serve on the Council are physicians prominent in the field of aviation medicine.

In addition to conferring with and advising the Civil Air Surgeon on policy matters, the Council will make possible an exchange of views between the Agency and the medical profession at large on matters of common interest. The Council which will meet in Washington twice a year, will hold the first meeting in January, 1961.

In addition to the Council, FAA is establishing a Medical Advisory Panel to provide an impartial review of petitions from airmen applicants for third class certificates for exemptions from medical standards of the Civil Air Regulations.



12 years ago this November the cornerstone for our regional headquarters was laid. The \$4,500,000 brick building was the first permanent structure built at New York International Airport.

A crowd of over 200 witnessed the ceremony ---- Pictured left, wielding trowels are Chairman Cullman of the Port of New York Authority and Delos Rentzel Administrator of the CAA. The picture below shows the building during its transition stage.



ALL OUT TRY IN PROGRESS TO PERFECT TROUBLE FREE COMMUNICATIONS

Radio signals bounced off the troposphere will give better communication on the air routes over the North Atlantic if the Federal Aviation Agency is successful in a development project now under way.

Equipment including a special antenna system and a high powered amplifier has been ordered by the Research and Development Bureau of the FAA for tests to learn whether such a "forward scatter" method of transmitting can be made effective in the very high frequencies now used for airways communications.

The present high frequency communications are sometimes interrupted for as long as 24 hours by sun spots, auroral blackouts and selective fading.

If these frequencies can be used, the result would be a flexible system in an area where good communications are now often interrupted.

A minimum of additional equipment would be required in aircraft now flying the routes.

The results should more than justify the means.

PAYROLL SAVINGS MEANS S-M-O-O-T-H SLEDDING.

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COMPUTER SPECIFICALLY FOR CONTROL

First installation of a new computer designed specifically for use in air traffic control, will be made by the Federal Aviation Agency early next year.

Developed for the FAA Bureau of Research and Development by the Librascope Division of General Precision, Inc., of N.Y., the computer is a big forward step in automating the work of the air traffic controller, now facing future demands for speed and handwork beyond human abilities, according to James L. Anast, Director of the Bureau.

The computer automatically performs a number of routine operations heretofore done by hand by the air traffic controller. It prints flight progress information, updates, changes and stores this information, exchanges it with other control facilities that are concerned with the flight, warns the controller of impending conflicts of air traffic and generally assists him in controlling traffic from airport to airport. It eliminates much of the annoying "holding" of aircraft.

The computer is an important part of the Data Processing Central which the FAA has under development at its National Aviation Facilities Experimental Center at Atlantic City. The DPC is a semi-automatic system for automatic air traffic control and is designed on the building block principle.