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EDITORIAL

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

ASSISTANT ADMINISTRATOR

Oscar Bakke

DEPUTY ASSISTANT ADMINISTRATOR

Wayne Hendershot

SPECIAL ASSISTANT FOR COMMUNITY RELATIONS

Stanley W. Bobskill

PUBLIC AFFAIRS OFFICER & EDITOR

Robert L. Fulton

ASSOCIATE EDITOR

James R. Ean

photography

Joseph Gyimoty

art

Michael D. Bellezza

printing

Thomas J. Travaglini

Well, a lot of air has flown over the bridge since our last issue of Thrust. FAA has grown, and hundreds of new faces dot the landscape. In Washington, Najeeb Halaby became Administrator, and throughout the Regions a new concept of management was introduced. Mr. Oscar Bakke formerly Director of the Bureau of Flight Standards was named as Assistant Administrator of Eastern Region. Mr. Wayne Hendershot, formerly of Air Traffic Division, became Acting Deputy Assistant Administrator. Well-known Stanley W. Bobskill, formerly Deputy Regional Manager, was named Special Assistant for Community Relations. Joe Regan, long-time deputy to Wayne Hendershot, became Actg. Chief of Air Traffic Division. Tony Aliffi, former Regional Management Analyst, took over as acting head of the newly-established Management Services Division. More recently, Jim Shipp, formerly head of Operations Branch, was designated Assistant Chief of Flight Standards Division.

We know, also, that a lot of events have happened in the field. We'd like to know about them! So, if you have a good story, or a good photo, or a newsworthy item about yourself or other FAA'ers, send it in. We expect to publish Thrust monthly, and our deadline date for copy is the 15th of every month. So, join the Thrust family -- let's get acquainted!

REPORTERS

DICK GALE

FRANK HELLER

EILEEN HUSSEY

DONNA LEWANDOWSKI

MARGUERITA MCLEAN

FELICIA ORIOLES

HARRY ROSENTHAL

GRACE SABATO

HOWARD SIMCOX

ESTHER SULZER

CHESTER TALIX

BERNARD UNGER



THE COVER

FAA Administrator, Najeeb Halaby, and the Assistant Administrator, Oscar Bakke, of Eastern Region, survey FAA's exhibit at the Long Island Fair (September 9-17). The Fair gave FAA'ers an opportunity to get acquainted with the Greater New York Public and tell the FAA Story.



FAA GOES TO THE FAIR



For the second consecutive year FAA officially attended the fabulous Long Island Fair at Roosevelt Raceway, Mineola, New York.

This year's exhibits were viewed by an estimated 150,000 interested folk from all walks of life. The crowd pleaser appears to have been the mock-up Tower Cab. Adding to the realism of the visual presentation was a recording of actual clearances and instructions to pilots from the New York International Tower. The effect was so natural that many queries were made to FAA personnel manning the exhibit as to whether the transmissions were being remoted via phone or radio at that precise instant.

Jean Fasano, the Eastern Region's nurse, in the Aviation Medical Division, manned the medical display. Questions most asked (aside from, "What are you doing Friday evening? and, "What's your telephone number?") seemed to pertain to the noise abatement problem. More than half the crowd interested in the medical display tried their hands at the color vision charts. Some pilots expressed surprise when Jean told them that they must be examined by Doctors who have received FAA approval in order to receive current medical certificates for piloting aircraft.



Najeeb Halaby, FAA Administrator and Oscar Bakke, Eastern Region Assistant Administrator, viewed the display jointly and expressed interest and satisfaction with the agency's exhibits, as "Thrusts" cover picture by staff photographer Tony Figurella attests.

Other members of the monitoring staff included: F. Sharpnack, Washington Office; J. Gyimoty and M. Cahill, Management Services Division; J. J. Worthington and W. S. Luffsey, Atlantic City Center/Tower; Eileen Demchuk, Public Information Office; T. J. Farrell, R. Barnfather, W. Confalone, and R. Ferraro, Personnel and Training Division.

Most of the questions asked of the monitoring staff dealt with the agency's stand on Mitchel Field, (an item of great local interest), noise abatement, and a few questions as to "why aircraft fly over my house now, when they never used to before?" Many viewers inquired as to qualifications necessary for employment in the agency, and how they should go about making their desires known.

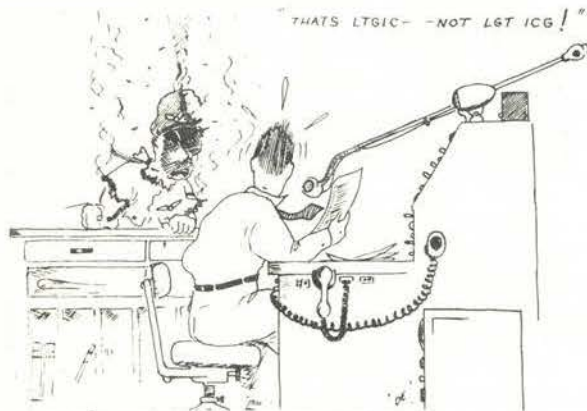
The consensus of opinion of the monitoring staff would indicate that FAA participation in the Fair did much to inform the public of some of our functions.

The other exhibits were a Visual Glide Slope Indicator and an Air Traffic Management visual question and answer display.



WILKES-BARRE, PA.

This past month saw the first simulated emergency alert problem at Wilkes-Barre conducted by the 9250th Air Force Reserve Recovery Squadron comprised of men from the Wilkes-Barre/Scranton region. Participating in the exercise were numerous local fire departments who provided the necessary crash trucks and the emergency units needed to make it a success. Also, members of the State Police, Civil Air Patrol and other civilian groups who were operationally ready within nine minutes from the time the alert was sounded. The Group's Headquarters are in the old Terminal Building at the airport and at the conclusion of the mission, they met there and reviewed all phases of the operation. Wilkes-Barre control tower personnel took an active part in the exercise and were well accorded by the Squadron Operations Officer for the part they played in helping to make it so highly successful.



ED. NOTE: THAT'S LIGHTNING IN CLOUDS,
NOT LIGHT ICING.

WASHINGTON, D.C.

Leaving Washington Center and the FAA, ATCS Maxwell Banks is going to try his luck in the field of dramatics. Signed up with the famous Senior Dramatic Workshop (the Method School of Marlon Brando, Tony Curtis, etc.) in New York, Banks brings with him a background of acting and song-writing in local theatrical groups.

*PIREP-PILOTS REPORT



CINCINNATI, OHIO

ANOTHER KENTUCKY COLONEL FO' FAA

On October 12, 1961, the Chief of the Cincinnati (Greater) Tower, C. Woodrow McKay, was presented with a scroll proclaiming his appointment to the honorary title of "Colonel." The appointment was made by Governor Bert Combs, of the Commonwealth of Kentucky, for long, outstanding service as Chief Controller of Kentucky's largest and finest airport.

"Colonel" McKay has been the Facility Chief at CVG since the tower was opened in 1947. In addition to his duties at the airport, "Colonel" McKay has been active in civic and fraternal organizations since becoming a Kentucky resident. His present home is near Walton, Kentucky, a small town about 15 miles south of the airport.

So for your next visit to CVG, remember, it's "Kernal McKay, Suh."

WASHINGTON, D.C.

Washington Center welcomed aboard Assistant Chief, Ed McMahon, formerly of Pittsburgh Center, who took over the duties of Joe Wilson, now Noise Abatement Officer at Eastern Region Headquarters.

Also, among those recently leaving Washington Center were controllers D. Albenburg, who transferred to Arizona, and A. Filipiak, now at Pittsburgh Center.

NO NOISE IS GOOD NEWS

JOE WILSON--EASTERN REGION'S NOISE ABATEMENT CHIEF

On the rear wall of Joseph R. Wilson's office at New York International Airport is a photograph of a wooden airport sign (another airport) with its top neatly looped off. You can still make out the message--"Caution, Low Flying Planes."

In a way the broken signboard symbolizes Mr. Wilson's position as the Federal Aviation Agency's first noise-abatement officer. His job is public education about aircraft and their noise, and in this he is exposed to one of the hazards of low flying--the public's ire.

In his office at the Federal Building at the field in Idlewild, Queens, Mr. Wilson receives about twenty telephone calls a day from residents near the airport who want to tell of their misgivings about aviation.



And he keeps a secretary busy typing replies to complaints that arrive by mail.

Although Mr. Wilson doesn't create the noise, it is his job to answer for it and to erase any public impression that the FAA has its head in the sand on the noise problem.

With a large map of surrounding Queens at his elbow, Mr. Wilson attempts to explain to his caller how winds, weather and the demands of air-traffic control may have conspired to send low-flying planes overhead. He describes steps the FAA has taken to alleviate the problem.

He fills out a complaint form, which he sends on to appropriate FAA officials in case of indicated violations of noise or safety rules.

He has been in the post since April 1. A former Air Force pilot, he had been assistant chief air-traffic controller at the Washington traffic-control center before this assignment.

Perhaps because he expected the worst, Mr. Wilson says he is surprised by the reasonable attitude of the majority of persons who call him, and their willingness to hear out his explanation. His biggest problem, he declares, is ignorance about airplanes.

Not Always An Answer

"Some people just don't understand that a jet can't come in over an airport and drop straight down," he said. Others are puzzled why a shift in wind direction requires a change in the air-traffic pattern as planes seek to take-off and land into the wind to avoid using too much runway.

And another problem is organized calls. Mr. Wilson said his name had been circulated around Idlewild communities by civic groups, churches and schools. He said on two successive days he spent the entire day on the phone taking calls from the parents and children of one school in Rosedale, L. I., near the airport.

"Everybody in the neighborhood doesn't have to call me before I realize there's a problem," he says somewhat defensively.

Mr. Wilson admits there is not always a ready answer to noise complaints. "Some areas we don't have any solution to--at least not yet," he declares. He seeks to explain that the agency is working on the basic question of aircraft noise and what might be done to improve future engines to reduce noise to tolerable levels.

He is bombarded with invitations to near-by homes to hear the noise but he hasn't taken any of them up yet. Occasionally someone calls not to complain but to thank the noise-abatement officer for a temporary relief from overhead flights, although his office has nothing to do with arranging the flight patterns.

Like it or not, the airplane is here to stay. And so apparently is the anti-noise official.

The agency's Washington headquarters is considering naming noise-abatement officers at other key points in the country.



Dr. William R. Albers...brings FAA'ers up to date on the happenings in the Aviation Medical Service Program since the last issue of THRUST.....



EMPLOYEE HEALTH.....

Miss Jean Fasano, RN, our Employee Health Nurse has been quite active. About 100 patients per month are being seen and treated for a variety of illnesses and injuries occurring on the job (fortunately, injuries have been few and minor in nature). Three immunization programs have been successfully completed. The programs included the flu program last Fall, in which 400 Regional Headquarters personnel and 1100 field personnel were given flu shots; the polio program last Spring, in which 225 Headquarters personnel received their shots, and this Fall an additional hundred received their shots. The flu program for this season has been started.

Other employee health problems that occurred during this period included screening 24 personnel at one of the field facilities who were exposed to a case of active tuberculosis, and assisting in the evaluation of two field problems of possible hazardous exposure to radiation. In both of these the radiation proved to be non-hazardous. In two other field facilities, 20 employees who were exposed to infectious hepatitis were inoculated against this disease.

MEDICAL CERTIFICATION OF AIRMEN PROGRAM

Recently all the initial professional review of denial and pathology cases was decentralized to the Region. This move has put the Regional Flight Surgeon in a much closer relationship with the airmen in the Region. It has also increased the certification workload, now averaging about 300 cases per week.

OTHER NEW ACTIVITIES.....

Accident Investigation: A significant forward step in the human factors investigation of aircraft accidents has been achieved by the development and implementation of a plan to utilize volunteer Aviation Medical Examiners to

promptly go to the scene of an accident and carry out the human factors evaluation. This is done in close cooperation with Flight Standards Service and the CAB. This is a first for the Eastern Region. We've been told that other regions are adopting the plan and that it will probably be adopted on an agency-wide basis. For the first time all fatal and serious general aviation accidents are receiving a full human factors evaluation. In a surprising number of cases human factors have been determined by the CAB to have been the primary cause or significant contributing cause.

Seminar Program: Another new activity is the Aviation Medicine Seminar Program. Since the beginning of the All-Designated Examiner Program a little over a year ago, we have increased the number of designated examiners in the Eastern Region from about 400 to approximately 1100. The three-day seminars were organized to provide a review of high points of aviation medicine, and to provide instruction that will contribute to uniformity and good quality of the physical examinations and evaluation of airman applicants. They are conducted at teaching centers, and the services of well-known professors and authorities in various fields of medicine are utilized. In the Eastern Region we have established programs at the School of Aviation Medicine at Harvard University, Columbia University School of Medicine, and Ohio State University School of Medicine, Department of Aviation Medicine.

A program is scheduled for next month at the University of Pennsylvania School of Medicine. In January 1961, a seminar program is scheduled at Ohio State University. These programs have been over-subscribed by the Aviation Medical Examiners and have been a huge success.

Since the Region has been authorized two Flight Surgeons we have been able to get out into the field more and this is definitely resulting in more extensive and closer cooperation with the other services of the Agency. This closer cooperation and working relationship with the other services has been enhanced under the new Regional organization instituted this August.

POLIO IMMUNIZATION PROGRAM

It is the desire of the Civil Air Surgeon to provide all employees with the opportunity to receive poliomyelitis inoculations to ensure their maximum protection against this illness. Accordingly, a polio immunization program has been established by this office. The program will be conducted on a voluntary basis at no charge to the employee.

The second inoculations will be given on Wednesday, October 25, 1961 between the hours of 9:30 and 11:00 A.M. and 2:00 and 3:00 P.M.

The third inoculation is tentatively scheduled for May, 1962. There will be no exceptions to the above.

Personnel currently suffering from hay fever, asthma, colds, sore throats or other illness, or who have had any of these conditions in the three weeks preceding the first inoculation will have their inoculations deferred to a later date.

Persons with known allergies or reactions to drugs, especially penicillin, streptomycin, or polio vaccine, and those with multiple or severe allergies of any kind will not be given the vaccine. It is their responsibility to inform this office of any of the above prior to receiving the vaccine.

Employees less than 21 years of age must present written consent from a parent or legal guardian prior to receiving these inoculations.

NEW CLASSIFICATION GUIDE FOR EMT POSITIONS

The Office of Personnel & Training has announced that it is in the process of developing an Interim Agency Guide to be used for the reclassification of electronic maintenance technician positions. The objective is to resolve pressing classification problems pending completion of a full standards revision. The guide is to be restricted to the interpretation and moderate extension of CSC standards and to the recategorization of certain electronic systems.

R.O.'S 1ST AID CORPS.

As part of our Headquarters Building Disaster Control Program, we are establishing a First Aid Corps to assist the Flight Surgeon in caring for sick and injured if a disaster should strike at the Headquarters Building.

August 4, 1961 was graduation day for 26 headquarters employees who took the initial course in first aid methods. The course was given by Mr. Merrill L. Ingraham, safety representative from the Bureau of Mines, U. S. Department of the Interior. Fifteen hours of intensive study and laboratory exercises qualified FAA trainees to receive first aid cards and certificates issued by the Bureau of Mines.

The classes were composed of men and women from the General Services Administration and the Weather Bureau, as well as FAA people from Hangar 11 and the Headquarters Building. Nine of the men who took the initial training went on to take advanced instructor training, and are now designated provisional instructors, ready, eager and willing to provide instruction in first aid to additional Headquarters personnel. We have made a wonderful beginning in our effort to establish our First Aid Teams. As time goes by, we will develop this skill among many more FAA personnel. We will also acquire the necessary equipment and materials to ensure our capability to help ourselves and our fellow employees to cope with a disaster if one should occur.

If you are interested in taking a course in first aid methods and serving on one of these teams call the Regional Emergency Readiness Officer at Headquarters, extension 274.



Above: FIRST AID as practiced by Regional Office personnel.

FA CLUB PLANS TRIP TO MEXICO

The FA Club is planning an exciting tour to Mexico for March 3-18, 1962. This promises to be a most interesting tour, visiting Mexico City, Cuernavaca, Fortin, Penafiel, Xochimilco, Taxco, Acapulco and other beautiful cities - in addition, seeing a bullfight, visiting the famous pyramids, plus other surprises. Circulars and brochures will be distributed very soon -- watch for them!

NATIONAL SECURITY AND YOU

SAL MAGGIO,
EASTERN REGION'S
SECURITY OFFICER



The requirements of Federal Statutes and Executive Orders make each individual responsible for the proper maintenance, dissemination, protection, storage, and transmission of classified information. The protection of this classified information is necessary because there are outside forces which would crush our way of life and form of government. To prevent these outside forces from destroying our form of government, it becomes necessary to withhold certain critical information regarding defense plans and technical developments from general distribution. Such information is identified, depending upon its degree of importance to the national security, as Top Secret, Secret, and Confidential. Access to such materials is granted only on a "need to know" basis, and to persons who have been properly cleared for such access.

As a partner in the United States defense team every FAA employee is responsible for the proper safeguarding of classified information and material. The Security Branch has been established to assist each employee of the Region in recognizing and fulfilling his obligations in regard to security matters. Questions about your security responsibilities and about Agency requirements should be directed to the Security Branch, EA-100, Extension 353. Suggestions about what would be helpful to you as subject matter in a series of articles to appear in this publication will be appreciated.

EQUAL EMPLOYMENT OPPORTUNITY PROGRAM

Mr. Stanley W. Bobskill, Special Assistant for Community Relations, is the Region's Compliance and Inspection Officer. A collateral duty assigned to the Compliance and Inspection Officer in Eastern Region is that of Deputy Employment Policy Officer. Mr. Bobskill's main chore in this respect is to insure that the Administrator's policy of maintaining "the highest possible standards of democracy in all official acts with the quality of treatment and employment opportunity for all" is adhered to within Eastern Region's 15 states.

SUPPORT THE GREATER NEW YORK FUND

The 1961 campaign of The Greater New York Fund is seeking \$11,000,000 to aid the largest network of local medical, health, and welfare agencies in the world -- 425 of them, Catholic, Jewish, Protestant and non-sectarian. The Fund is trying to make up the deficits incurred by these agencies in the continuous task of helping people who work or live in New York City.

If it weren't for people, New York City would have no traffic snarls, commuter throngs, overcrowded schools or deficits for its private, volunteer services. However, as long as people become sick and old, or in need of counseling, special care or just plain wholesome diversion, there will be deficits.

Such services -- actually priceless -- must be based upon need, not upon a ability to pay. Every year almost 4,000,000 persons in New York take advantage of these services at hospitals or health and welfare agencies helped by the Fund.

When you contribute to The Greater New York Fund, make it big enough to encourage the work of agencies in scores of communities all over this big town.

They're in the red for mankind!

FAA's Chairman for the Greater New York Fund Campaign is J. J. Regan. Deadline date for collections at Regional Headquarters is November 30.

MR. HALABY'S NEW ENGLAND FLY-IN

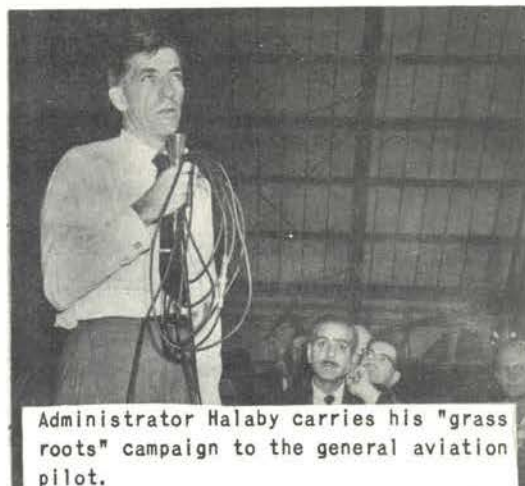


Mr. Halaby alighting from the FAA plane for the Fly-In session.

More than 462 New Englanders got together toward the latter part of last September to meet Najeeb Halaby for a "New England style" Fly-In. The occasion gave general aviation pilots in the area their first opportunity to meet the Administrator for a "knock down and drag out" talkin' session. Following the morning's session Post Authority officials sponsored a luncheon for Mr. Halaby and Eastern Region officials at the historic Lexington Inn. Eastern Region officials taking part in the lively discussions included Oscar Bakke, Assistant Administrator; Martin White, Chief, Legal Division; Wayne Hendershot, Acting Deputy Assistant Administrator; Curt McKay, Chief, Flight Standards Division; Bob Brown, Chief, Aviation Facilities Division; Dr. William Albers, Senior Regional Flight Surgeon; Joe Regan, Chief, Air Traffic Management Division. The occasion also saw a brief visit from pilot "Ted" Kennedy; Major General Berquist; Massachusetts Port Authority Chief, Ephriam Brest; John O'Halloran, Executive Director. Gals from the famed "99'ers" were on hand with questions and assistance.



Pilots register for the session at desks maintained by CAP.



Administrator Halaby carries his "grass roots" campaign to the general aviation pilot.



The Administrator discusses New England Fly-In with Young Ted Kennedy.



Post Fly-In discussion with John F. O'Halloran, Executive Director Massachusetts Port Authority, and 99'er, Mrs. Charlotte Kelly.

POSITION CLASSIFICATION

FAA CLASSIFICATION GUIDE FOR ELECTRONIC INSTALLATION TECHNICIAN POSITIONS

The office of Personnel and Training is in the final stage of preparing an Agency Classification Guide for grading electronic installation technician positions. The purpose of the guide is to supplement U.S. Civil Service Commission position-classification standards by extending the range of grades for installation technicians beyond the GS-9 level, adding alternative criteria permitting the classification of positions at GS-7 and GS-9 on the basis of work situations different from those described in existing standards, and by adding explanatory material to facilitate the application of the evaluation criteria.

AGENCY CLASSIFICATION GUIDE FOR SUPERVISORY STATION POSITIONS

The Agency has just published an Agency Classification Guide to be used in evaluating all supervisory positions in Flight Service Stations. This guide supplements the Civil Service Commission letter of July 5, 1961 which authorized the reclassification of many of our non-supervisory Flight Service Specialists positions.

Supervisory positions (e.g. Station Chief, Ass't. Chief, and Watch Supervisor) will range in grade from GS-10 to GS-13. Watch Supervisor positions will normally be graded one level above the working level. However, in stations where the Chief's position is allocable to GS-13, and the staff of the shift supervised numbers 12 or above, the Watch Supervisor position may be allocated 2 grades above the normal work level.

Assistant Chief positions will be allocated one grade below the Chief.

Station Chief positions will be graded on the basis of three factors: the aircraft activity in the community serviced by the station; the scope of operations of the station; and the size of the staff of the station. Grades for Station Chiefs will normally range from GS-11 to GS-13.

ACCIDENT PREVENTION NOTES

During August 1961, in the 15 North-eastern states comprising the Eastern Region, 25 persons were killed in eleven general aviation fatal accidents. This is an increase of eight fatalities over August 1960 and five fatalities over July 1961.

Again, the number one killer was failure to recognize and avoid the dangerous and often fatal consequences of flying into IFR weather by pilots with inadequate training in instrument flying. Three fatal accidents resulting in nine deaths were due directly to this sort of pilot overconfidence.

Marginal VFR weather which tempts a pilot to take a chance is often more dangerous than weather which is clearly below the levels required for visual flight.

The second greatest cause of fatal accidents during August was low flying, low acrobatics, and buzzing. These activities accounted for five deaths in four fatal accidents.

Other fatal accidents involved - (1) an attempted take-off with a heavily loaded airplane from an unsuitable farm field - (2) an attempt to turn back to an airport following engine failure on take-off - (3) a collision between a seaplane and a boat, and (4) an overwater flight now being investigated.

Most of these accidents would never have occurred if the known rules of safe flight had been observed. We can reduce the accident toll only if most of you who are interested in safe flying will make it your business to put a stop to "weather pushing", poor flight planning, unnecessary low flying, and similar accident producing activities. Will you do your part to make all flying as safe as we know it can be made?

THE GREATER NEW YORK FUND

...helps the sick
...helps the handicapped
...helps the homeless
...helps the old

Make sure you support it.

NOISE ABATEMENT SURVEYS.....

FAA Air Carrier inspectors monitor approach of incoming aircraft at Idlewild International Airport during FAA noise abatement studies. The inspectors utilize a standard engineering surveyor's transit located adjacent to the runway to determine the angle of an approach. Radio communications with the tower determine the distance of the aircraft. With the distance and the angle of the aircraft it is possible to determine the altitude. This system can be employed only when the visibility is in excess of two to three miles, since it is dependent upon visual sighting of the aircraft. Above, left to right, are Air Carrier Inspectors Robert Cheshire and Richard P. Skully.



Below - National Guard Lt. Milton and FAA Noise Abatement Officer Joe Wilson take a closer look at departing aircraft with the Region's newly acquired mobile Ground Control Approach unit.



NOVEMBER 1961

MEET MISS PUBLIC AFFAIRS.....

It's probably fitting that Miss Eileen Demchuk should grace the first issue of Thrust in so many months. Miss Demchuk's selection was natural -- proximity to the editor's office, pretty, shapely, and aggressive.

The "Gal Friday" of Public Affairs, Eileen's voice is heard daily by people throughout the Region's 15 states seeking information about FAA...



Hobbies--model airplanes, flying biplanes, boating, dancing, swimming, reading, and New York's night life. Ever looking to get ahead, Eileen takes night courses in N. Y. Stock Exchange investments and securities.

ATLANTIC CITY FACILITY HONORED BY AIR TRAFFIC CONTROL ASSOCIATION...

The Atlantic City Center/Tower has been awarded a Certificate of Meritorious Recognition by the Air Traffic Control Association. The Citation was made for the Facility's unique and exacting role in the testing and evaluation of new equipments by the National Aviation Facilities Experimental Center at Atlantic City, N.J. and for outstanding service rendered in behalf of aviation safety.

The presentation was made to John C. Ludlam, Jr., Chief of the Atlantic City Facility by Mr. D. D. Thomas, Director of the FAA's Air Traffic Service at the Annual Awards Banquet of the ATCA National Convention on November 1, 1961, in Miami, Florida.

Congratulations!

'WE POINT WITH PRIDE'

The sunny beaches of Cape Cod, Massachusetts, and the surrounding islands, attract many people, especially the weekend pilot. But the afternoon of August 4, 1961, the pilot of a Cessna 170 wasn't thinking of beaches, suntans or the like.

Instrument weather with solid overcast were the prevailing conditions throughout the entire area. Flying VFR conditions on top of an overcast is a relatively easy operation for the trained instrument pilot. But take away the instrument rating and add a fuel shortage - the picture is rather dark.

To Edward J. Sullivan, radar approach controller, at FAA RAPCON, Otis Air Force Base, Massachusetts, the prospect of a VFR pilot emergency mingling with instrument traffic is an unforgettable experience. Otis RAPCON received the information from Hartford Radio that a Cessna 170 was enroute to Martha's Vineyard Island after an unsuccessful refuel attempt at Bridgeport, Conn., due to weather. After arrival over Martha's Vineyard, the aircraft would be low on fuel. The aircraft was flying VFR on top of all clouds.

Ed Sullivan demonstrated the proficiency of the many hours of training. A DF net was alerted to assist in radar identification. The faint call on 121.5 emergency channel was heard and after some difficulty, two way communication was established. The DF position was plotted, utilizing bearing from Nantucket 308°, Quonset 110°, and South Weymouth 190°. A radar target was observed on a southeasterly course, 24 miles West of Otis Air Force Base, in the vicinity of the DF position. A radar identification turn to a heading of 050° was accomplished and the pilot was advised to maintain VFR on top of overcast. The pilot advised that approximately 30 minutes fuel was remaining. A check of all weather within a 30 minute flight radius was immediately obtained. The destination airport, Martha's Vineyard, weather had deteriorated rapidly with a solid overcast. Hyannis Airport, on the Cape, appeared to have the best weather, and radar coverage, plus control tower service.

Ed elected to vector the aircraft to Hyannis Airport. The pilot declared an emergency situation existed and would accept any suggested airport. A radar vector to

Hyannis was initiated with instructions to fly straight and level and to remain VFR conditions on top of overcast. A radar vector via the shortest route to Hyannis was started along the South shore line over Cape Cod. A route was chosen over land areas as much as possible. When over land, on a heading of 090°, instructions for aircraft trim and a shallow descent to 1500 feet was commenced.

No difficulties were encountered either upon entering the overcast at 5700 feet or descent through the overcast. Mr. Sullivan provided the pilot with all information necessary. Short, precise and reassuring instructions were issued, that were easy for the pilot to follow. The penetration of the overcast was accomplished smoothly. The waters of Cape Cod Bay broke into the pilot's view on the North side of Cape Cod, 5 miles North of Hyannis airport. A southerly wind caused a drift to the North side of the Cape, but it was feared that instructions for a turn, while the aircraft was in the overcast, would be difficult to accomplish. With the water in sight a right turn to a heading of 180° was given, after which land was sighted. The vector was continued to the airport with the aircraft safely under the 1500 foot overcast. A safe landing at Hyannis airport was accomplished.

A letter of appreciation was received from the pilot two days later. The aircraft on arrival at the Hyannis had approximately 3.5 gallons of fuel remaining.

To Ed Sullivan, the controller, Anthony Glista, the watch supervisor, and all the controllers on duty at Otis RAPCON, congratulations on a job well done.

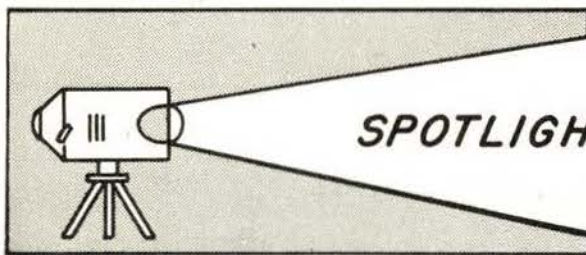
TO THE EDITOR OF THRUST:

We've seen your Miss Public Affairs and still think you haven't seen anything until you see the gal from our facility.

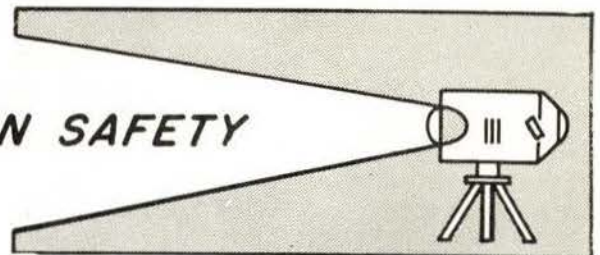
We are enclosing her photo.

NAME _____

ADDRESS _____



SPOTLIGHT ON SAFETY



SAFETY MESSAGE

President Kennedy designated the week of October 8 as Fire Prevention Week. Conscious of the enormous losses in lives and property, he worded his proclamation as follows:

"I urge State and local governments, the American Red Cross, the Chamber of Commerce of the United States, and business, labor and farm organizations, as well as schools, civic groups, and public information agencies, to observe Fire Prevention Week by bringing fire safety facts effectively to the attention of the public. I call upon all citizens to understand and personally support the fire prevention and control efforts of their respective community fire departments. I also direct the appropriate Federal agencies to assist in this effort to reduce the shameful waste caused by preventable fires."

The following are a few facts about fire fatalities for your information:

- (1) In 1960, fire took the lives of 11,350 people in the United States. More than 6,000 of the deaths occurred in home fires.
- (2) In the past 10 years approximately 115,550 persons have died in fires in the United States.
- (3) Every 45 minutes, on the average, fire takes a human life in the United States.
- (4) About 3,000 children die in fires each year in the United States. Almost one-third of the children are alone when fire breaks out.

The proclamation directed Federal agencies to take part in the national campaign and this would seem to be an appropriate action because, based on the latest Federal Fire Council statistics, Federal fire losses in buildings and contents, averaging about \$11,639,000 a year over the last ten years, increased sharply to \$33,284,000 in fiscal year 1960. Total fire losses for the Federal Government, world-wide, was \$126,265,300 for fiscal year 1960.

We cannot afford to take a complacent attitude when almost 60% of all fires in Federal buildings have their origin in electrical and heating equipment, matches, smoking, or flammable liquids and 40% of the forest fires on Federal lands result from man causes. The lack of proper attitudes, habits and training of people are responsible for most of these fires. There is a pressing need for all of us to have a constant awareness of what constitutes good fire safety. Often we know what to do -- but don't do it.

.....The Fire Safe Family.

Everyone believes that the possibility of fire striking their home is ridiculous. Yet the possibility of fire in your home isn't so ridiculous when you look at the annual figures:

Some 550,000 U.S. and 50,000 Canadian homes destroyed or damaged by fire; more than 6,000 deaths.

One effective answer to this threat to our home is good family habits about fire.

(1) Good family habits include such matters as care with matches and smoking, keeping heating and cooking equipment in good order, proper use of electrical fuses, appliances and extension cords, and frequent clean-ups of combustibles.

(2) A carefully prepared and rehearsed escape plan for fire emergencies, with alternate routes from every room.

(3) A nightly inspection at bedtime also makes good sense. This is the time to make sure, for example, that no smoldering cigarette is wedged in the corner of an upholstered chair or sofa, that appliances and portable heaters are turned off, that all interior doors are closed to help keep any fire from spreading.

The fire-safe family doesn't gamble with fire. It knows the odds are in fire's favor.

(E.A. Richardson, Regional Occupational Safety Officer)

... SPORTS OF SORTS ...



washington, d.c.

Most of the cases of galloping sunburn seen around Washington Center last month could be attributed to an unbridled enthusiasm for water skiing among controller personnel. Such enthusiasm hadn't been seen since everyone went all-out for the backyard cook-out.

Helping their buddies become proficient on the skis (and getting a real sun tan) were boat owners George Harris, Bert Toulotte, Russ Scarberry, Jesse Wogan, Frank Nesbit, and "Johnnie" Johnson, who ply their craft on the waters of the Occoquan in Virginia or on the South River in Maryland.



WASHINGTON, D.C.
Left: Washington Center Controller, Frank Nesbit, shown skiing on the historic Patomac.....

teterboro, n.j.

On Sunday, August 20, the Teterboro Control Tower personnel held their first Annual Picnic Outing at Sundance Lodge, West Caldwell, N.J. 33 persons, including Tower personnel, their wives, children, and friends attended, and the affair proved to be a sparkling success. Barbecued chickens and steaks were broiling deliciously while Bert Coval and Fern Markle took on all challengers at pitching horseshoes. They loudly acclaimed themselves "champs", although many reports were received which questioned the honesty and accuracy of their scores. Joe "Pappy" Paparazzo proved to be the water polo King, while Paul McCarthy and Frank Palusko emulated M&M during the softball game. Jim Lennox and George Hicha saved their strength for the food and beer, and wound up outlasting everyone. Altogether, a wonderful time was had by all.

Controller Joe Van, who is a pro-golfer on the side, shot a hole in one and all eighteen holes in one under par at the Elyria Country Club on Sept. 11th. Witnessing this amazing accomplishment were Coordinators Frank Cenker, Jerome Koster and Paul Mihok.

wilkes-barre, pa.

Joe Ziminski's recent deep-sea fishing trip off Long Island resulted in bagging 74 bluefish and he made good his boast of providing enough fish for all the tower crew. He's the same one who took a dip this winter when he was ice fishing. All hands at Wilkes-Barre were alerted for some real good fish tales at the conclusion of the trip.

erie, pa.



Seated l. to r: V.C. Tesore, R. Gilmore, R. Selfridge, J. Means
Standing l. to r: R. Testa, J. Early, D. Morgan, J. Yurkovic, A. Reale
Absent when picture was taken are: R. Brummer, B. Messmer and F. Salzer

For the second consecutive season the Erie (Pa.) Airport FAA softball team garnered a trophy by virtue of winning the Class AAA Industrial Softball League crown. Last year's nine captured the Class A title and were elevated to the AAA division. A record of 8 wins and 2 losses in the first round of play resulted in their being boosted into the Major Industrial League for the second round play. The stellar achievement of the second round was their defeating the Pennsylvania State Industrial Champions of 1961 by a score of 4 to 2 in a well-played ball-game.

... OVER THE REGION



erie, pa., cont'd.

The team wound up the season by defeating a strong General Electric team in a three game playoff. Despite dropping the first game 9 to 3, they rebounded and triumphed in the next two by scores of 9 to 2 and 8 to 3.

It was a joint effort with Dick Gilmore, Jim Means, Bert Messmer, Don Morgan, Al Reale, Frank Salzer, Bob Selfridge, Vince Tesore and Bob Testa from the Control Tower, Jack Early and Jim Yurkovic from the Systems Maintenance Sector, and Bob Brummer from Erie FSS. Carl Nowak, new Chief of the Brookville FSS, was General Manager and No. 1 rooster. His transfer will leave a large morale gap in next year's team.



BERNIE GARBOWSKI OF NEW YORK CENTER SHOWN ABOVE SCORING WINNING RUN IN VITAL SOFT-BALL CONTEST. 'OUTSTANDING'

washington, d.c.

Washington Center bowling enthusiasts did a double take as they were watching the TV show, "Bowl the Champ" recently when they spotted none other than Stew Dawson, the Center's Facility Automation Officer, step before the cameras and bowl a few frames for all the folks out in TV-land. Stew, a long-time bowler with FAA duckpin leagues, did a creditable job, and walked off with some of the sponsor's prize money. Internal Revenue, please note!

cleveland, ohio

Cleveland Center's 'Soft-ballers' in the words of Johnnie Addie, Madison Square Gardens' first announcer, "Emerged Victorious", in the Lorraine County Softball League, and came within a hair's breadth of copping all the marbles, in the State's Slow-Pitch Softball Tournament.

The worthy warriors won 21 while losing but 5 contests and triumphed in Perrysburg and Clyde, Ohio before bowing in the State finals.

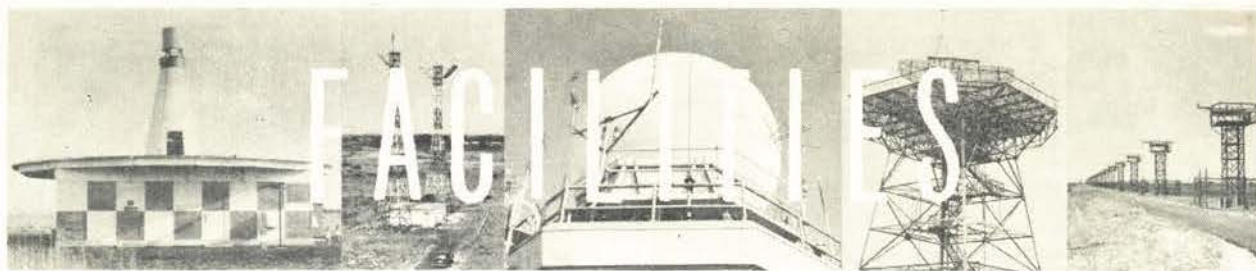
Jim Gilbo wielded a mighty mace and finished the season with a .500 batting average. The two top twirlers were John Varga and Bob Eberst.

For the uninitiated - the Slow-Pitch Soft-ball ruling prohibits delivery of the ball on a flat projectory. However, the ball can't arc in excess of 10 feet. (This ruling thru the courtesy of Cleveland Center.)

washington, d.c.

Washington Center's soft-ball team sponsored this year by the Air Traffic Control Association, Washington Chapter, participated in the Alexandria, Va. City League. The team was managed by Jesse Wogan. Coaching duties were handled by last year's manager, Sam Rosenzweig and Bob Desmond, who was "hors de combat" because of a bad knee.

The Washington crew completed a fairly successful season with a record of 16 wins and six defeats. Nine new members worried their way into the 1961 lineup. The catching chores were handled by Ed Bark and Jim Cox. Paul Goodridge, who emerged as the team's leading batter - with a .385 batting average and Alvin (the hands) Younger debuted at the keystone sack and the hot corner respectively while second base and shortstop were in the capable hands of Bob Smith and Ozzie Davis.



TINKERS TO EVERS TO CHANCE

London, Kentucky

The London, Kentucky Flight Service Station recently assisted the Kentucky State Police in the apprehension of four escaped prisoners and their two hostages.

The four prisoners broke out of the London, Kentucky jail; commandeered a car in which there was two small boys; drove the car until it ran out of gas; abandoned the car; took the hostages and made for the woods.

The car was found and ground search parties began the search. The London Airport Manager learned of the search and proceeded to the area with two passengers in Cessna NL643C. Shortly after arriving over the area, the escaped prisoners and hostages were sighted. Their position was radioed to the London F.S.S. who telephoned the State Police. The relaying of positions and routes continued until the ground party caught up with their quarry.

The State Police expressed their appreciation to all persons and facilities who aided in the capture of the prisoners.

ATCS Carl Neeley was the specialist on duty at the London F.S.S.

London, Kentucky

Flight Specialist, Carl F. Neely, of the London, Kentucky F.S.S. was the recent recipient of a commendation by his Station Chief, Rolla Vice.

Carl's inflight information to Colonel John W. Hoff, U.S.A.F., commanding officer of the Bakalar Air Force Base, Columbus, Indiana, was deemed of sufficient importance for Colonel Hoff to dispatch a letter of appreciation to the "chief communicator" of the F.S.S. station.

A copy of the Colonel's letter has been inserted in Carl's (personal) file.

Washington, D.C.

They got them to the church on time, so four of Washington Center's perennial bachelors middle-aisled it recently. The quartet of controllers to say "I do" were: Russ Keck, Dan Creedon, Ronnie Nichols and Donald Price. Congratulations to all.

NEW YORK'S ANSWER TO WASHINGTON

New York, N.Y.

In a recent issue of Thrust, an article concerning the adventures of Washington Center controller, George Cokonis, in Greece, caught the eye of Henry Aristides Stavrakis, of the Idlewild FSS. Henry is enjoying a leave of absence, after 15 years of federal toil and sent a picture of himself taken at the Acropolis of Lindos, Rhodes Island.

Henry enjoys the added distinction of being depicted at work, in the photomontage which graces the top of the TRAFFIC page.

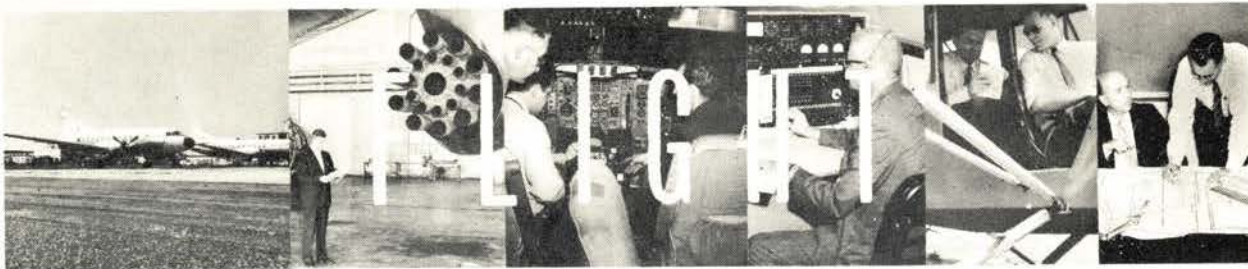


Washington, D.C.

Washington Center personnel and their wives attended an elegant dinner party and dance at the exclusive Court House Country Club in nearby Fairfax, Virginia last month for the dual purpose of honoring outgoing Chief, Jim Boyle and welcoming their new Chief, Chet Watson. The affair was sponsored by the Washington Chapter of the Air Traffic Controllers' Association.

Washington, D.C.

Recalled to active duty from Washington Center last month were Air Guard reservists Richard MacSparran, Roger Richards and Rufus Lilley, pilots in the same F-100 squadron at Andrews Air Force Base. The trio of controllers was the first of Washington Center's "weekend warriors" to be notified of reactivation of their reserve units.



ACCIDENT PREVENTION SEMINAR.....

On October 3 and 4 a two-day Accident Prevention Seminar was held at the Virginia State Police Headquarters. The participants in the seminar were representatives of the Civil Aeronautics Board, Federal Aviation Agency Regional and District Offices, the Division of Aeronautics, Virginia State Corporation Commission, the Virginia State Police and approximately 50 flight operators and flight instructors from various parts of the state.

The first day was devoted to a conference with the flight operators and instructors. The second day consisted of a board meeting on both accident investigation and accident prevention between various governmental organizations, including the State Police.

Opening day speakers were:
C.A. McKay - Chief, Flight Standards Division, Eastern Region, FAA; Allen C. Perkinson - Director, Division of Aeronautics, Virginia State Corporation Commission; F.S. Estill - Accident Specialist, Eastern Region, FAA; George A. Van Epps - Eastern Area Supervisor, Bureau of Safety, CAB; Alfred C. Nowitsky - Assistant Director, Division of Aeronautics, Virginia State Corporation Commission; E.D. Marshall - American Mercury Insurance Company Representative.

The final and perhaps the most interesting part of the program was a panel discussion led by four flight operators from different parts of the state.

Recommended procedures to combat accidents included:

1. Increased emphasis by flight instructors on the importance of maintaining proficiency by continuing to obtain additional instruction.
2. Emphasis on the hazards resulting from overselling safety and ease of flying to the extent that caution can be replaced with complacency and lack of respect for human limitations.
3. Constant supervision of flight operations by airport managers and flight operators in order to recognize and correct accident producing conditions.
4. Need for improved flight training

standards including such things as increasing the number of hours required for a Private Pilot Certificate and requiring more thorough check outs in unfamiliar aircraft.

5. Constantly calling attention to hazards of taking chances with poor weather conditions or unnecessary low flying.

The second day was devoted to a meeting with the Virginia State Police, attended by representatives from every police district in the state. The discussion was centered particularly around the important part the police can play in the proper investigation of serious accidents, and called attention to conditions which might be expected to lead to future accidents.

Mr. Van Epps, Civil Aeronautics Board, gave a particularly interesting talk on the procedures involved in serious and fatal accidents in which the Civil Aeronautics Board participates.

The careful preparation of the seminar by supervising Inspector, H.B. Gowin, GADO, was attributable to its success.



Above: Flight Standards Chief, C.A. McKay, Briefs Frank Estill (left) and George Van Epps (center) prior to Seminar.

FLIGHT (CONT'D)

Since our last get together (Thrust-wise, that is) much has been over the dam (dam, that is). We won't go into what has been likewise at all stations except to say, busy, busy, busy.

Our weather leader, "Stormy" Duncanson has guided us through the Pilot Weather Briefer and FAS courses with a minimum of "blood, sweat and tears". Minimum meaning lots of blood, much sweat and oodles of precipitation. I wonder how that copy of the Farmer's Almanac got on station?

Before we get off the weather, someone would like to know if we can now be called "Communicasters"? How about "Forecators"?

Our new addition to the station family, and the best ever, a bright, shiny new refrigerator. Also a hot plate. Y'all come. Sam "Pierre" Robbins is the maitre d' (French for recreation officer), assisted by Roy "Snacks" Harris. Old Roy can still outsnack 'em all.

How about a Thrustupmanship award for the year to all the diligent, dedicated FSS'ers who have successfully stormed through the PWB and FAS courses, in addition to the added responsibilities of the Military Flight Service, PIREP programs and ad infinitum programs, plus the reading file usualities, and let us not forget the changes, revisions and amendments that all seemed to creep into the pot, ever more so than usual. Brethren, we have had us a year, and I don't mean sabbatical.

Next month we'll try to get up an award for the "weather widows" who have taken their places alongside the golf, baseball, fishing and poker widows.

(THRUST) UPWARD AND (THRUST) ONWARD.

NOTES FROM ENGINEERING & MANUFACTURING

Frank Squeglia of Airframe and Equipment and Antoinette Enrico, married on September 30th are honeymooning in Mexico. Frank had to complete a series of painful inoculations before that date. (Ed. Note: Never knew it was so difficult to go to Mexico - maybe he should have settled for a local honeymoon)??

Al Krull of Airframe & Equipment and Marian Sollazzo of Propulsion were joined in matrimony on September 6th. While we have had inter-Division marriages before this is our first intra-Branch wedding.

Great weeping and wailing resounded in the Branch two weeks ago when we lost Jack "Tiger" Wilburn, Supervisory Flight Test Pilot, to the Washington office. However, a semblance of calm was restored on his promise to visit us often.

Should similar noises be heard in the near future it will be because Washington has reached out and tapped us again. Joe Haddad of Propulsion Section and Frank Bellucci of Manufacturing Inspection are now slated for FS-140 and FS-160 respectively. If the trend keeps up, we'll have to consider making the Washington Office part of the Eastern Region.

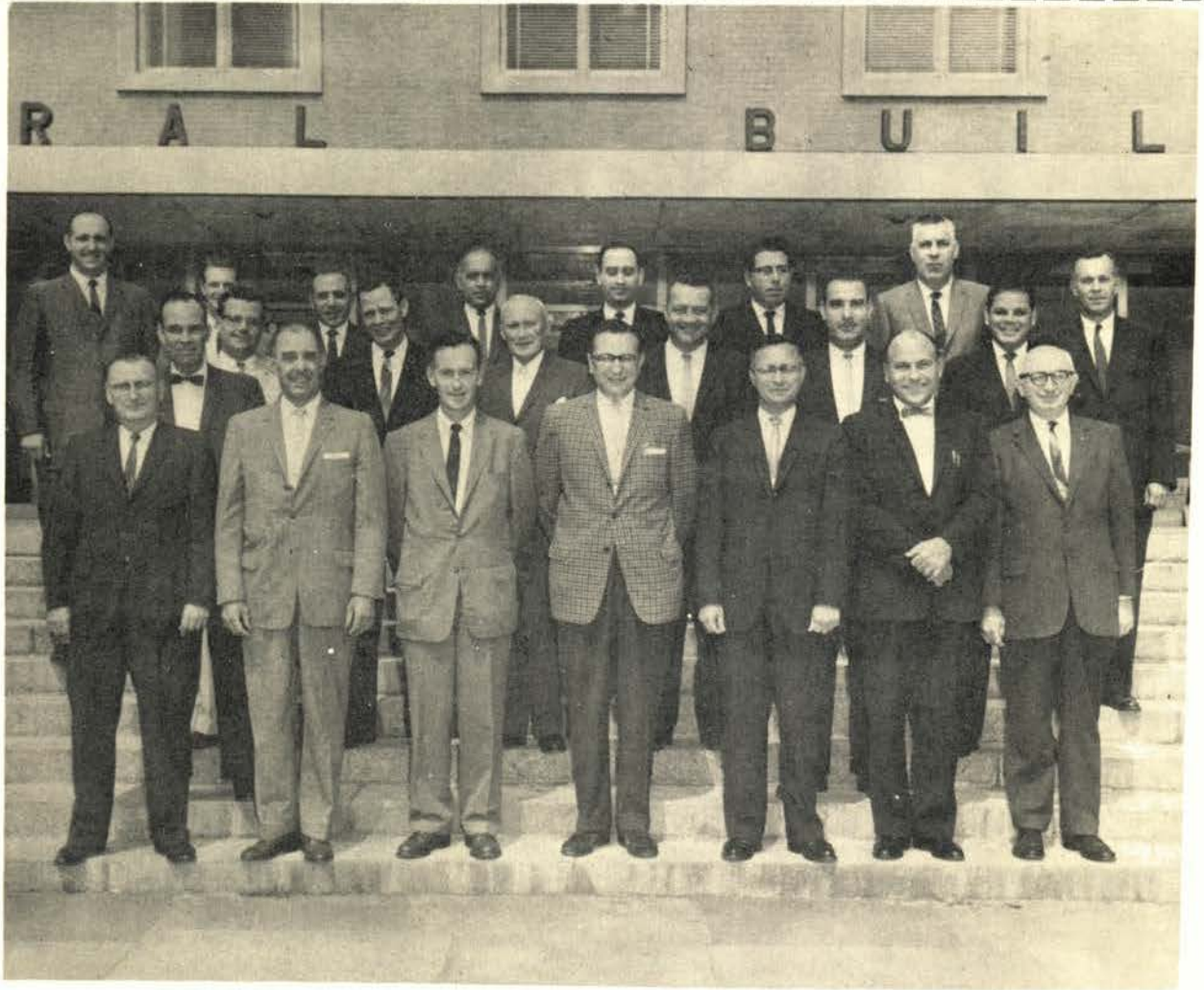
We have a new acquisition in our Flight Test Section in the form of Flight Test Pilot Elmer Hosking. All we can say is Sikorsky's loss is our gain.

Our friendly relations with foreign governments have been promoted this year by Helen Pagani who travelled to Italy, Holland and England and now by "Mav" Mavricos who is jaunting round through France and Switzerland and other points and on to the Holy Land and Greece with an eye to finding girls with big dowries for all his bachelor friends in Airframe & Equipment.



Civil Aviation Defense Planning Officer, Remo Raviola (left), supervises Radiation Detection at Idlewild. Gen. Fischer, Pan American, being tested.

NEW MANAGEMENT SUPERVISORS



MANAGEMENT SUPERVISOR GRADUATES -- FAA and U.S. Weather Bureau personnel pose after successfully completing a two week course for Management Supervisors. The course was designed to develop the abilities of those charged with management responsibilities and included such topics as performance requirements, planning, directing, coordinating, and controlling work; training, communications, human relations, problem solving, and corrective actions. Above, left to right, are (first row) L. E. Brotzman, Regional Adm. Officer, Weather Bureau; J. G. Saure, Chief, Engr. & Mfg. Branch, Flight Standards Division; James Dollard, Asst. Chief, Personnel & Training Division; Stanley Bobskill, Special Assistant for Community Relations; Howard Miller, EMT, SMS #18, Aviation Facilities Division, Cleveland, Ohio; Charles Wychankinas, Chief, Flight Service Station, Air Traffic Division, New York; Leo Berek, Training Officer (Course Instructor). The above personnel presented the graduation certificates to the following students: Dan J. Bove, Chief, Enroute & Flt. Service Eval. Section, Air Traffic Division; John Mears, Inspector GADO, Cincinnati, Ohio; Harry Diamond, Weather Bureau; Jules E. De-Crescenzo, Inspector GADO, Teterboro, New Jersey; Carl Tutino, Flt. Service Specialist, Program Planning Branch, Air Traffic Division; John Dufficy, Chief, Future Engr. Section, Aviation Facilities Division; Louis Imundo, SATCS, New York Center, Air Traffic Division; Harry Schwartz, Chief, Airport Engr. Section, Aviation Facilities Division; Milton Mortman, Civil Engr., Aviation Facilities Division; Reuben Levinson, S. Place. & Empl. Relations Specialist, Personnel & Training Division; Joseph Weinstein, Civil Engr., Aviation Facilities Division; Herbert C. Phelps, Airplane Pilot, FFCDO, Bedford, Massachusetts; James McCloy, Weather Bureau; Bertram Coval, Chief, Teterboro Tower, Air Traffic Division; Leigh Reynolds, Chief, New York Center, Air Traffic Division.

FIRST MANAGEMENT INSTITUTE AWARDS



FAA launched a new program for "middle managers," the Management Institute, at Fort Monroe, Virginia, October 15 through 27, 1961. This first group was composed of fourteen participants from the Eastern Region and sixteen from the Washington office. The instructors included Agency personnel, university professors, and other authorities on management.

The Institute consisted of lectures, panel discussions, group workshop activities, and informal group meetings, - all with the purpose of helping the participants to broaden their viewpoints and knowledge in the management area. The program was both stimulating and challenging and concentrated on the practical phases of management, such as authority and responsibility; policy and administration; specialization and work division; coordination, knowledge, and leadership; personnel and financial management; team operating problems; and communication.

Current plans call for six such Institutes for the whole Agency each fiscal year, with the Eastern Region in two.

The fourteen people from the Eastern Region who completed the first Management Institute were:

(1) Alpo Aarnio, Chief, New York Flight Service Station, (2) Charles Bennett, Chief, Airports Operations Section, (3) Louis J. Cardinali, Assistant Chief, Systems Maintenance Branch, (4) Richard D. Freeland, Supervisory General Aviation Operations Specialist, (5) Elvira E. Ganio, Chief, Placement Branch, (6) John Gilmartin, Chief, Accounts Section, (7) Timothy Hartnett, Assistant Chief, Establishment Branch, (8) John F. Lee, Project Coordinator, Airspace Utilization Branch, (9) Neil P. McGroarty, Supervisory Budget Analyst, (10) James O'Brien, Chief, Property Operations Section, (11) Henry A. Skubik, Project Coordinator, Program Planning Branch, (12) Bruno Ponzi, Chief, Property and Services Section, (13) Hurant Tavetian, Supervisory Aviation Maintenance Specialist, Maintenance Branch, and (14) William Parenteau, Chief, Idlewild Tower.