

# THRUST A

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

## From The Editors Desk



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At this time we should like to welcome  
Mr. Carmen J. Schettino and Mr. William F. Radler,  
Richmond Tower Reporter and alternate, respectively,  
To the staff of THRUST. Lets Hear from you, soon  
and often.

THRUST has a new editor. We would like to give THRUST a new look. This can only be done with the assistance of you, the reader. If you are reading this editorial, you are interested enough to help in this face lifting plan. We can use material pertaining to employee welfare activities, examples of application of new personnel regulations to specific cases, questions and answers on personnel procedural matters, news of the Incentive Awards Program, etc. Actually, we would like anything that is of interest to you and to other employees as members of the FAA.

Do you have a flair for drawing cartoons?

Do you have a particularly interesting or unusual job?

Do you know someone in the organization who is a unique sort of individual?

Did you or someone you know do something extraordinary?

Have you heard any good FAA jokes lately?

If so, why not send it in to THRUST? We and everybody else would probably like to see it. Just send any material you might have to Editor, THRUST, EA-156. Of course, we can not print everything we receive, but we will try to print that which we feel is of the most general interest.

Only with your cooperation can we make a magazine that you will want to read.

### ON THE COVER

Electro-Mechanical Technician performing routine maintenance on one of the units of the High Intensity Approach Light System (ALSAF) installed at the Albany, New York Airport.

# How does the Hatch Act affect You ?



Many election-year questions are addressed to the Civil Service Commission, which is responsible for Hatch Act enforcement. Some of the questions deal with Federal employees' rights and restrictions under specific provisions of the Hatch Act. Others deal with the Federal Government's attitude toward cooperating with local authorities in an effort to get citizens to register and vote.

The following questions and answers have been prepared for the guidance and information of employees.

## REGISTRATION, VOTING

Q. What is the Commission's general philosophy with regard to the individual's participation in registration?

A. The Commission, over the years, has expressed the view that it believes all citizens should be encouraged to register and to vote, and that no impediment should be permitted which would hamper an individual from participating in registration activities and voting.

Q. May a Federal employee participate in nonpartisan registration drives?

A. Yes, to the fullest extent possible.

Q. May he direct such nonpartisan registration drives?

A. Yes, he may exercise complete supervision.

Q. May a Federal employee participate in a registration drive conducted by a political party which is not carried out on behalf of specific candidates?

A. Yes, with certain qualifications. If the Federal employee is engaging in registration activities for the purpose of encouraging the registration of voters on a partisan political basis, such activity would violate the Hatch Act. The employee must see to it that his role in the drive is wholly nonpartisan in character and that he impartially registers voters for the party of their choice without attempting to influence the individual being registered.

Q. May a Federal employee be excused for a reasonable time to vote or to register to vote?

A. Yes. If the polls are not open for three hours before or after working hours, an employee may be excused without charge to leave to vote in any election. However, if the polls are open at least three hours either before or after an employee's regular hours, excused absence will not be granted. For an example, throughout New York State the polls are open from 6 A. M. to 7 P. M. Therefore, those employees who work from 8:30 A. M. to 5:00 P. M. will be granted a maximum of one hour leave. If an employee's voting place is beyond normal commuting distance and vote by absentee ballot is not permitted, the employee may be granted sufficient time off in order to be able to make the trip to the voting place, not to exceed a full day.

For employees who vote in jurisdictions which require registration in person, time off to register may be granted on substantially the same basis, except that no such time is granted if registration can be accomplished on a non-work day and the place of registration is within reasonable one-day round-trip travel distance of the employee's place of residence.

Q. May United States property be used for registration purposes?

A. Yes. A White House memorandum dated January 23, 1962 expressed the Administration's desire that Federal activities cooperate with local authorities and nonpartisan citizens groups in programs to facilitate registration. This memorandum reaffirms a similar White House memorandum issued October 17, 1960.

Q. How far does the Federal Government's cooperation with local officials extend in registration and collection of poll tax?

A. Such cooperation may include:

a. Publicity among employees concerning the deadlines and locations for registration and for payment of poll taxes. b. Provision of space on Federal installations for persons authorized to handle registration and payment of poll taxes. c. Other measures which will not result in undue disruption of the public business and which are voluntary in nature.





# Hatch Act (CONT'D)



## GENERAL RESTRICTIONS

Specifically, an employee covered by the Hatch Act cannot run for any office as a partisan candidate or campaign for any partisan candidate or engage in any partisan political management. By partisan candidate is meant one representing a National or State political party such as the Democratic or Republican Party. He may not run for office, even as an independent, in an election in which partisan political designations are used, unless he lives in one of the communities to which the Civil Service Commission has given partial exemption in connection with his local government.

Q. Does the Hatch Act apply to part-time Government employees who have no regular tours of duty?

A. Yes, it applies to them on any day they perform work for the Government, and this includes the entire 24-hour period of any day worked.

Q. The Civil Service Commission enforces the Hatch Act for the competitive civil service. Does this mean that employees holding excepted positions (outside the competitive civil service) are not subject to the Act?

A. No. Excepted employees are subject to the act, but in these cases the employing agency is responsible for enforcing it.

Q. What employees are prohibited by the Hatch Act from active participation in politics?

A. Employees of the executive branch of the Federal Government and the Government of the District of Columbia, including temporary and part-time employees. The political activity of employees of any State or local agency whose principal employment is in connection with a Federally-financed activity is also restricted.

Q. Are any executive-branch employees exempt from the restrictions of the Hatch Act?

A. Yes, there are a few specific exemptions listed in the act. Among them are (1) The President and Vice President of the United

States; (2) Persons whose compensation is paid from the appropriation for the office of the President; (3) Heads and assistant heads of executive departments; (4) Officers who are appointed by the President by and with the advice and consent of the Senate, and who determine policies to be pursued by the United States in its relations with foreign powers or in the nation-wide administration of Federal laws. There is also a partial exemption for Federal employees who live in communities in which large numbers of voters are employed by the Federal Government. This partial exemption is fully explained in the final section of this release.

Q. What is the penalty for violation of the Hatch Act by a Federal employee?

A. The most severe penalty for violation is removal. The minimum penalty is suspension without pay for 90 days.

Q. Please explain for employees affected by the Hatch Act just what their responsibilities and rights are under the act.

A. They have the right to vote and to express their political opinions, but are forbidden to take an active part in partisan political management or in partisan political campaigns. In connection with Federal employees' right to vote, the Commission emphasizes that political-activity restrictions do not relieve employees of their obligation as citizens to inform themselves of the issues and to register and vote.

Q. Is it possible for a Federal employee to run for public office on a partisan party ticket?

A. No. Federal employees cannot be candidates for any National, State, county, or municipal office filled in partisan elections. They may run for local office only in elections that are nonpartisan; that is, where all the candidates appear on the ballot without partisan party designation such as Democratic or Republican.

Q. May a Federal employee serve as an election officer?

A. Yes, provided that in doing so he discharges the duties of the office in an impartial manner as prescribed by State or local law, except that he may not become a candidate for such office in a partisan election.



## Hatch Act CONT'D



Q. May a Federal employee serve in an unofficial capacity at the polls as a checker, challenger, distributor, or watcher, or in any other post in behalf of a partisan political candidate or partisan political party?

A. No. He may not assist such candidate or party in any way at or near the polls.

Q. May a Federal employee use his auto to take voters to the polls on election day, or lend it, or rent it for this use?

A. Generally, no. However, the employee's auto may be used to transport himself and members of his immediate family to the polls. In addition, members of a car pool may stop at the polling place to cast their votes on the way to or from their places of employment.

Q. May employees covered by the Act attend political rallies and join political clubs?

A. Employees covered by the Hatch Act can attend political rallies and join political clubs, but they cannot take an active part in the conduct of the rally or operation of the club. Other things they are prohibited from doing are becoming involved in soliciting or collecting political contributions, distributing campaign material, and selling dinner tickets, or otherwise actively promoting such activities as political dinners.

Q. May an employee who is subject to the Hatch Act write a letter to the editor of a local newspaper, expressing his opinion on a partisan issue?

A. Yes, but he must not solicit votes for or against any political party or candidate. If he solicits votes, it is a Hatch Act violation.

Q. May he make a campaign contribution to this party?

A. Yes, but he cannot be required to do so. The contribution cannot be made in a Federal building or to some other employee who is prohibited by Federal law from accepting contributions. Of course, as a Federal employee, he cannot solicit political contributions.

Q. May a Government employee's wife who is not a Government employee help a friend campaign for political office?

## POSITION CLASSIFICATION

This is the second in our series of articles on position classification.

In the FAA, salaries are based upon the duties an employee is called upon to perform. This is accomplished through the system of position classification. This system is made up of two important steps. These are (1) the duties of each position must be described; and (2) each position must be given a title and grade based upon the duties which make up the position.

In the FAA, we have two major types of position. These are Classification Act and Wage Board positions. Classification Act positions are those normally associated with professional, clerical, administrative, and sub-professional work such as stenographers, electronic technicians, engineers, air traffic control specialists, aviation safety officers, etc. Wage Board positions are those associated with trades and crafts such as electricians, painters, teletypewriter repairers, electro-mechanical technicians, etc.

The salaries for Classification Act positions are set by Congress. Salaries for Wage Board positions are determined in relation to those prevailing in the local labor market and are fixed by a Wage Board. Classification Act positions are known as General Schedule positions and the letters GS precede the grade of these positions. Wage Board positions are identified by the letters WB, WL, or WS preceding the grade.



## FOOD FOR THOUGHT

Calorie-conscious controller types find it difficult to maintain a strict regimen when they have to "brown bag it" to work, not to mention having to work a different shift every week, so they probably can't help an occasional relapse. The other day in the Washington Center lunch room, for instance, Watch Supervisor John Dean reported seeing an overweight controller eating a healthy slab of home-made fudge, and washing it down with a pint of skim milk.



## PAY SCALES EFFECTIVE OCTOBER 14, 1962

GS	1	2	3	4	5	6	7	8	9	10
1	\$ 3,245	\$ 3,350	\$ 3,455	\$ 3,560	\$ 3,665	\$ 3,770	\$ 3,875	\$ 3,980	\$ 4,085	\$4,190
2	3,560	3,665	3,770	3,875	3,980	4,085	4,190	4,295	4,400	4,505
3	3,820	3,925	4,030	4,135	4,240	4,345	4,455	4,580	4,705	4,830
4	4,110	4,250	4,390	4,530	4,670	4,810	4,950	5,090	5,230	5,370
5	4,565	4,725	4,885	5,045	5,205	5,365	5,525	5,685	5,845	6,005
6	5,035	5,205	5,375	5,545	5,715	5,885	6,055	6,225	6,395	6,565
7	5,540	5,725	5,910	6,095	6,280	6,465	6,650	6,835	7,020	7,205
8	6,090	6,295	6,500	6,705	6,910	7,115	7,320	7,525	7,730	7,935
9	6,675	6,900	7,125	7,350	7,575	7,800	8,025	8,250	8,475	8,700
10	7,290	7,535	7,780	8,025	8,270	8,515	8,760	9,005	9,250	9,495
11	8,045	8,310	8,575	8,840	9,105	9,370	9,635	9,900	10,165	
12	9,475	9,790	10,105	10,420	10,735	11,050	11,365	11,680	11,995	
13	11,150	11,515	11,880	12,245	12,610	12,975	13,340	13,705	14,070	
14	12,845	13,270	13,695	14,120	14,545	14,970	15,395	15,820	16,245	
15	14,565	15,045	15,525	16,005	16,485	16,965	17,445	17,925		
16	16,000	16,500	17,000	17,500	18,000					
17	18,000	18,500	19,000	19,500	20,000					
18	20,000									

### EMPLOYEES PROMOTE AVIATION SAFETY DESPITE HANDICAPS

As indicated in Regional Order EA 3330.1, issued June 15, 1962, concerning the employment of the handicapped, it is the policy of our Agency to select the best qualified person for every position. Our conviction is that if a person can do a job, he is not handicapped for it regardless of any disability which he or she may possess.

We have many "can do" employees working for us, all of whom have proved the wisdom of the above approach. Typical of these is James D. McIntyre who works as the Clerical Assistant to Bill Sullivan, Chief of our Systems Maintenance Sector at Montauk,

New York. James McIntyre lost his right leg as the result of combat-incurred injuries while serving as an officer in the Army during World War II. This didn't stop him. He has been with us for over one year in a position which requires that he frequently be on his feet.

Ralph Mauro is working for us as an Air Traffic Control Specialist at the Millville, New Jersey Flight Service Station. His job requires that he relay traffic control instructions and other information to pilot by teletypewriter, radio-telegraph, or other means of communication. This, despite the fact that he has limited use of his right hand as a

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# EASTERN REGION READINESS PROGRAM

One feature on the international scene has been the threat of world catastrophe in the form of Nuclear War. Through the means of freedom of the press and freedom of speech, in this country the public learns of civil defense actions and is informed of the status of our military might; the latter meant to prevent, if possible, the necessity of utilizing the former.

One of the facts of life is that, in today's world, preparedness is part of the price we must pay for peace. In this case, what are we in the Eastern Region doing along these lines?

The Region's Emergency Readiness Officer has been working for the past year to increase our capability to perform the national emergency mission assigned to the FAA by the President and Congress. The mission of the FAA in time of war is to support the Department of Defense in all its military aspects. We will do this through: our air traffic control and aeronautical navigation/communications capabilities; our support of survival and recovery operations; preservation of the civil air transport systems; protection of FAA personnel; and continuity of executive direction throughout our organization.

To ensure, insofar as possible, the continuity of executive direction in the Region, our Emergency Operations Plan has been developed and issued. This plan encompasses the possibility of relocation of Headquarters personnel and their families to sites outside of metropolitan target areas, and the establishment of an alternate Headquarters from which we may be able to assume continuity of our operations in emergency conditions. Continuity of executive direction for the post of the Assistant Administrator has already been defined.

A Regional Order has been issued for automatic assumption of the Headquarters function by a protected field facility in the event it is known that the New York Headquarters is incapable of providing direction.

A Regional Task Force, a group of key Headquarters personnel, capable in itself, of directing the activities of the Region from an

alternate Headquarters, has been established.

An Employee Service Plan establishes procedures for providing initial assistance to FAA personnel and their dependents who have dispersed to alternate Headquarters sites.

A communications alert system is in effect to ensure that all field and Headquarters personnel will be notified promptly of all Defense Condition notifications received. A communication/transportation team exists to see to it that communications capability and vehicular transportation are available at the Headquarters in emergency conditions.

A Headquarters Radiological Defense Group has been formed, equipped with all necessary materials and instruments, and ready to go into operation to advise us on radiation hazards that might exist and the best means for coping with these hazards.

A Security Plan is ready to immediately provide procedures to protect Agency material, equipment and property at the Headquarters against theft and sabotage. Personnel security controls will be implemented immediately as needed.

A Headquarters First Aid Corps to supplement the Flight Surgeon's staff, should disaster strike, exists and is growing in strength each time a new group of employees is trained.

For the past few months our field organizational units have been developing defense plans which encompass every basic element previously mentioned. These efforts will soon be successfully completed. Every facility will have a basic readiness plan for the first time in the Region's history.

The Emergency Readiness Panel, a group composed of staff representatives from each Division, has been formed to contribute expert administrative, legal and technical advice on every major readiness problem tackled in the Region. The Panel meets regularly once a month to discuss, evaluate, and develop sound recommendations on all phases of emergency readiness matters.

The planning for an effective Regional Readiness posture is far from complete. All of the plans will have to be modified and updated as needed consistent with the progress we make and developments that occur in this field.



# FLYING

## HALABY FLY—IN AT LUNKEN

The Eastern Region sponsored a Halaby Fly-In on Saturday, July 14, 1962 at Lunken Airport in Cincinnati, Ohio. The "Hangar Fly-In" session attracted over 600 pilots and aviation-minded people from Ohio and surrounding states.

In an informal atmosphere, Mr. Halaby exchanged ideas and views with general aviation pilots for the purpose of making sure FAA policies are clearly understood and are fulfilling general aviation needs. Agenda items included: The vanishing general aviation airport; airspace problems; utilization of air traffic control facilities; certification; training; aviation medicine; enforcement rule making and medical examinations.

The Agency's Eastern Region Headquarters, which has jurisdiction over the Ohio area was represented by Mr. Oscar Bakke, Assistant Administrator, Mr. Wayne Hendershot, Deputy Assistant Administrator, Mr. C. B. Walk, Chief, Flight Standards Division, Mr. R. P. Battle, Assistant Chief, Aviation Facilities Division, Dr. W. R. Albers, M. D., then Senior Regional Flight Surgeon, Mr. M. White, Chief, Legal Division and Mr. J. J. Regan, Chief, Air Traffic Division.

The next hangar-flying session is scheduled for Detroit's Willow Run Airport on September 15.





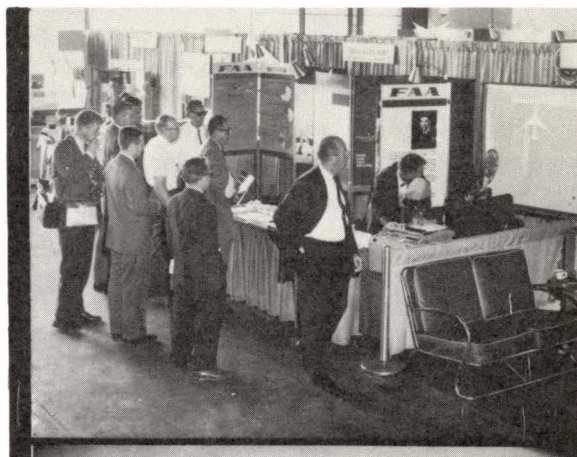
# AROUND

## MEETING AT READING

Reading Aviation Service, Inc. held their 13th National Maintenance and Operations meeting on June 8 and 9 at Reading Municipal Airport, Reading, Pennsylvania.

There were over 100 exhibitors at the meeting and they included a complete cross-section of companies and individuals prominent in the general aviation picture. There were over 400 aircraft flown in for the meeting. The models of aircraft displayed ranged from restored antiques to the Lockheed Jetster.

One of the highlights of the two-day program was an altimeter accuracy check performed at no cost to the aircraft owners. This check was very enlightening to the owners and pilots who presented their aircraft for inspection in that it showed that a relatively high percentage of the aircraft involved were operating with altimeter systems that were beyond acceptable tolerances.





## FAA RECEIVES PLAQUE



FAA Eastern Region Chief receives Telephone Company Plaque commemorating new Islip Air Route Traffic Control Center. Mr. Oscar Bakke, Assistant Administrator, Eastern Region, FAA (left) receives plaque from Mr. Charles W. Welker, Account Manager of New York Telephone Company's Communications Center at Idlewild Airport, commemorating the portrayal of the Agency's new 17 and one-half million dollar Air Route Traffic Control Center on the cover of the Suffolk County Telephone Directory. Mr. Joseph C. Kelley, Account Consultant, New York Telephone Company, looks on.

### ■ MERITORIOUS AWARD ■



On July 28th personnel of SMS #84, Worcester, Massachusetts held their annual outing at Sugden Lake, Spencer, Massachusetts. SMS Chief, Fred Salloom is shown presenting a plaque to Charles F. Puzo, Section Chief.

Mr. Puzo's Section was commended for achieving a high level of maintenance for the year 1961. Mr. Puzo's facilities had an in-service time higher than the other Sections in the Sector, and ran consistently above Regional average. The plaque is presented annually to the best Section at the Worcester, Massachusetts SMS. The plaque reads:

MERITORIOUS AWARD  
GIVEN TO PERSONNEL OF SMS 84, SECTION  
"B", FAA  
CHARLES F. PUZO, SEMT  
JOHN F. LUCAS, EMT  
FOR EXCELLENCE IN ELECTRONIC MAINTENANCE

## EMPLOYEES PROMOTE AVIATION SAFETY DESPITE HANDICAPS (Cont'd)

result of a plane crash while in military service. He was the sole survivor of the crash but after a year's hospitalization and medical retirement from the service, he came to us in July 1961 where his physical disability is not in any real sense a handicap.

Lloyd Anderson is an Air Traffic Control Specialist who has been with us for over ten years. When he first came, right out of military service where he'd been a casualty necessitating the amputation of his right leg, he worked as an Air Traffic Control Specialist in one of our Flight Service Stations. Later he transferred to the Washington Center where he is controlling aircraft, on his feet, the major part of his shift. His physical disability has in no way affected his value to the Agency.

Francis A. Bakos' broken leg in military service with subsequent chronic osteomyelitis of his left leg and slight limp ended his Air Force career where he'd been accepted for pilot training in the Air Force Academy after service as an Air Traffic Controller. With us since July 1960 as an Air Traffic Control Specialist in the Newark Tower, his disability has been no appreciable handicap to him or us in a facility having over 100,000 or more instrument operations annually, necessitating continuous standing or moving about on his feet.

Most of you undoubtedly know other "can do" employees. We're certain that you all believe, as we do, that these valued employees have no handicap for the job they are doing with the FAA. We are proud to have them with us.



## WELCOME TO THE EASTERN REGION CLUB



E. Wholihan, N. Y. Center; P. Duggan, Air Traffic Div.; P. Burnhardt, Idlewild Tower; V. Bonaventura, Airports Div.; M. Davison and E. Fitzgerald, Aviation Facilities Div.; W. Hendershot, Deputy Assistant Administrator; I. Kreindel, Management Services Div.; M. Dooner, Personnel and Training Div.; and K. Garofola, Flight Standards Div.

On Thursday, August 23, 1962, a temporary committee met at Regional Headquarters to start forming the "Eastern Region Club" to replace the old "Region One" Club. This temporary committee, which represents a cross section of the Divisions of the Eastern Region and the facilities of the New York Metropolitan Area, stated that the purpose of the committee is to help form a club of employees to "promote the welfare and good fellowship of the employees of the Eastern Region of the FAA by providing facilities for educational and physical development and by creating and encouraging participation in social, educational, recreational and cooperative activities." The Club is open to membership for all employees of the Region and while the first operations of the Club will be in the area of Regional Headquarters, it is hoped that chapters of the Club will be formed throughout the Region. Mr. Hendershot, Deputy Assistant Administrator, who opened the meeting with a short talk, stated that both Mr. Bakke and he would give the Club maximum support.

A slate of temporary officers were appointed by the committee - Monte Davison of Aviation Facilities, temporary Chairman; Irving Kreindel of Management Services Division, temporary Vice Chairman; and John Toomey of Air Traffic Division, temporary Treasurer. It was decided that the

first business of the new club will be to prepare a Constitution and by-laws, to conduct a membership drive in October, and to arrange to conduct an election in November so that the club membership can elect representatives to conduct the operation of the club.

The temporary committee is making arrangements for the Annual Christmas Party and is also laying tentative plans for other social activities.

We will have more information on this new Eastern Region Club in the next issue of "Thrust."

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## NEW RECRUIT

Attention All Recruiting Officers: A Form 57 has just been filed for Miss Ayn Furlong, age three months, weight 14 lbs., blue eyes. No experience. But don't be misled by the qualifications.

Baby Ayn is the daughter of Mr. & Mrs. John Furlong. Mrs. Furlong is formerly Eileen Walsh of the Air Traffic Division and John is a Specialist in the Regulations & Procedures Branch. Therefore, with this combination, how can little Ayn miss!



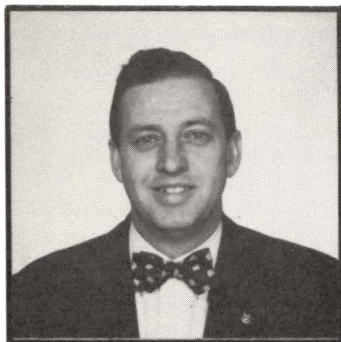
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## ECONOMY CAMPAIGN AWARDS CEREMONY

The Administrator's Economy Campaign Awards Ceremony originally scheduled to be held during September has been postponed until November. The success of the Campaign necessitates this postponement to allow for proper evaluation of over 1000 Economy Campaign Suggestions still pending final action in Washington, D. C.



# WE POINT WITH PRIDE



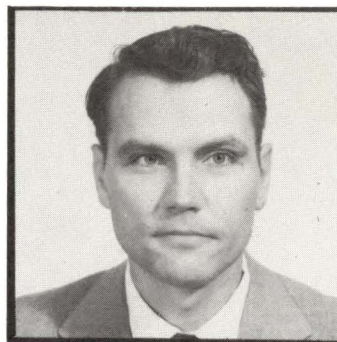
It was one of those days. The Comanche pilot was intent on his approach. He mentally checked off -- altitude,

airspeed, heading, as he guided his plane on an IFR letdown to Warren County Airport, New York. When he reached the minimum approach altitude and could not see the airport, he initiated a missed approach procedure. As he headed NE and climbed to the missed approach altitude, all navigational equipment became erratic.

The pilot immediately called Albany Approach Control and requested radar assistance. ATCS Alfred LeRoy acknowledged the call but could get no response from the pilot. Mr. LeRoy assumed correctly that the pilot must have proceeded beyond range of Albany transmitting frequencies and immediately established communications with the pilot by using Glens Falls FSS and Mohawk Flight 130 (then holding over Albany) to relay instructions.

A series of identifying turns were given to the Comanche pilot and radar contact was established 22 miles ENE of Albany County Airport. A heading was given to Albany. Extreme tension prevailed at this point and throughout the remainder of the approach; communications, although now direct, were difficult; compass was malfunctioning; fuel on board -- twenty minutes.

Mr. LeRoy conducted a no-gyro approach. When the Comanche broke out of the overcast (Albany weather -- 400 feet overcast, visibility three miles, light rain, fog), the pilot could not get his wheels down. ATCS LeRoy requested the pilot to circle under the overcast, over the field and to standby. ATCS LeRoy immediately contacted a local aircraft mechanic, explained the situation and requested information on how to lower the gear. This information was relayed to the pilot; gear was lowered and locked and a successful landing made.



Meanwhile, over at the MacArthur Tower ATCS David Moore was working local control when he received a call

from a T-28; which reported east of his field, VFR, requested landing information and a visual landing gear check from the tower. The T-28 was cleared for a "pass-south to north" and a visual check with binoculars indicated the gear to be in a normal position. The pilot was informed and cleared to land.

At this point the pilot reported that his airspeed indicator had suddenly dropped to "zero" and that he had no way of adjusting to landing speed. He asked if tower personnel could estimate his airspeed so that he could complete his approach.

ATCS Moore informed the pilot that he was not qualified to make estimates of this nature but he would locate an aircraft that would fly along side the T-28, call out the airspeed to the tower for relay to the T-28. This was necessary since the T-28 was equipped with 257.8 mcs. only.

The pilot agreed. Mr. Moore contacted a Cessna 150 which had just departed and asked if he could assist. The pilot of the Cessna tried, but due to the faster speed of the T-28 could not keep up with or line up with the T-28. This try was broken off.

At this time an American Airlines Electra which was on a training flight in the area informed the tower that he had been monitoring the conversation on 119.3 mcs. and volunteered to line up in front of the T-28 and read off his airspeed for relay to the T-28.

American began a left circle of the airport at normal traffic pattern altitude, using an airspeed of 130 knots; the T-28 followed behind and off to the left of the Electra. After a circle of the airport the American Electra made a low, slow pass over the active runway (32); then pulled up straight ahead. Throughout the circle and during the low pass the pilot of the Electra was calling off his airspeed to the tower

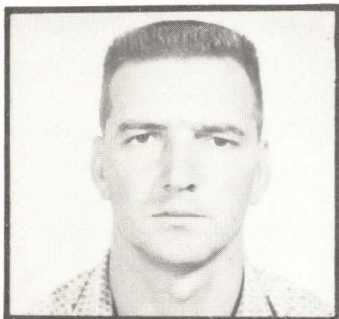
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## WE POINT WITH PRIDE (Cont'd)

on 119.3 mcs. for relay to the T-28 pilot on 257.8 mcs. As the Electra pulled up the T-28 continued his approach at a safe speed and landed successfully.

Our thanks and appreciation to the pilots of the Cessna 150 and the American Electra.



Mr. Moore was assisted in this operation by J. Wcela.

### TECHNICAL ALERTNESS TRAINING PROGRAM

Nobody but nobody can be an expert in the "whole" field of aviation. The field is too big and it changes too fast. It's even quite a job to be an expert in one part of aviation such as Air Traffic Control, Aeronautical Engineering or Navigation Aids. Not only do you have to "know your stuff", you also must keep learning all the time to stay up to date with changes in your field and keep familiar with developments in related areas which affect your work.

To help employees with this "learning", the Eastern Region has established a Technical Alertness Training Program for key people at Regional Headquarters. Late in 1961 Assistant Administrator Bakke asked his staff to develop this Program. One of his objectives was to help our technical experts keep up to date with research and development projects, new equipment, and other changes in the aviation industry which affect their work. His other objective was to provide cross training so that personnel in one technical area become familiar with problems and developments in other technical areas.

The Personnel and Training Division was given the job of spearheading the program, and the Air Traffic Division, Aviation Facilities Division, and Flight Standards Division played a major part in getting the program underway. A Technical Alertness Committee was appointed, consisting of John Wilson,

Air Traffic Division; Hugh McEvoy, Aviation Facilities Division; John Vogel, Flight Standards Division; and Leo Berek, Personnel and Training Division. The Committee received suggestions from Division and Branch Chiefs, arranged for speakers and films and monitored the program on a continuous basis.

From December 1961 until June 1962, thirteen training sessions were conducted with 40 to 50 participants at each session. Among the subjects and speakers at the various sessions were: Airport Lighting, Walter C. Fisher, Landing Systems Section, NAFEC; What's New in the Air Force, Major B. G. Neff, Air Force Airspace Representative; Metrexplex, Louis Pol, Regulations and Procedures Branch, Air Traffic Division, Arresting Installations for Today's Aircraft, Bruno J. Salvadori, Chief Engineer, All American Engineering Company; A Review of Research and Development at NAFEC, Colonel Aldro Lingard, Chief, Evaluation Division, ARDS; and Experimental Projects at NAFEC, Mr. Hans Giesecke, Chief, Experimentation Division, ARDS.

The response to the Program was very good. There were many suggestions from participants for additional subjects for the next series of sessions. The Technical Alertness Training Committee is screening the suggestions and making arrangements for speakers for the new series beginning next fall. The new schedule has not been worked out yet, but the committee is considering a group of interesting subjects including sessions on New Types of Aircraft, Collision Avoidance Devices, Telestar, Meteorology, NASA's Apollo Project and Civil Aeromedical Research. With the fine cooperation of other segments of the FAA and the aviation industry, our Technical Alertness Program for Fiscal Year 1963 ought to be a good one.



L to R. Leo Berek, Hugh McEvoy, John Wilson and John Vogel.



## AIR FORCE PRAISES MORGES and FAFFLEY

FAA influence reaches out into many areas even into the colleges. Safety inspectors, Williams S. Morges and Fred A. Faffley were praised for their work with the Air Force ROTC program at the University of Maryland. Colonel Theodore R. Aylesworth of the United States Air Force in a letter noting the accomplishments of these inspectors said: "Special mention should be made as to the success of your office from the standpoint of public relations. The technical competence of your people cannot be questioned, and is demonstrated daily. Something less easily measured is the success of your efforts in terms of your office image as presented to the public. Our impression, gathered both from personal dealings with your people, and perhaps more important, from AFROTC cadets, is that you are also outstandingly successful in this aspect of your duties and responsibilities. In all cases, cadets have been most favorably impressed by the helpful attitude of the Inspectors, and administrative staff. In this latter regard, we should like to thank Mrs. Opel Y. Wood and Mrs. Mildred D. Leach for their help in the administration of the FAA written examinations. Their courteous and cheerful approach makes the task of examination taking almost enjoyable for the cadets."

## VACATION IN THE SKY

A sight-seeing flight over the Pocono Mountains in Eastern Pennsylvania is rapidly becoming one of the most popular past time in this mountains resort area.

The Pocono resort area covers approximately 1500 square miles. It would take an average family a full two weeks to visit the famous landmarks, however, during a thirty minute airplane ride one can easily see most of the famous landmarks which are a part of the history of this country.

A recent survey by the Allentown District Office disclosed that a number of resort owners offer sight-seeing trips from the air as part of their regular vacation or honeymoon package rates. It was found that during

the past 12 months a total of 9160 young people took advantage of the opportunity to take one of these sight-seeing trips. It was found that approximately 89% to 91% of these people had never been in a light plane before. As a result, these people had their first acquaintance, under pleasant circumstances with light plane flying.

Personnel of this office are continually making every effort to encourage and promote safety at these resort operations, in the hope that this will be a contribution to increased activity in this area. The safety record for these planes has been outstanding.

The operators engaged in passenger flying at these resorts are permanent and are engaged in this business the entire year. Aircraft used range from the Piper Tri Pacer to the Comanche and Aztec. One operator uses, on occasion, a Hiller helicopter. In addition, one of these resort owners uses a Beech Travelair.



## OPERATION SKY SHIELD

Skies over the continental United States were cleared for a period of 5 1/2 hours on September 2, 1962, during a joint FAA/North American Air Defense Command (NORAD) exercise titled "Sky Shield III."

Sky Shield III was the latest in a series of large-scale military air exercises designed to provide the necessary framework for testing and evaluating the overall North American Air Defense system. The regulation grounding all non-participating general and civil aircraft was issued by FAA Administrator, Najeeb E. Halaby, who stated, "As in the case of last year's exercise, I have issued this special rule to make official the cooperation we have always had voluntarily from civil aviation."

All regional personnel are congratulated for their contribution in keeping the skies over the Continental United States cleared so that NORAD was able to conduct operations under realistic conditions in an environment that assured air safety, and in coordinating the operational requirements of military aircraft during Sky Shield III.





# Hatch Act

(CONT'D)



A. Yes. The Act does not restrict the activities of an employee's wife or of other members of his family in any way.

Q. What should an employee do if he does not know whether a certain activity violates the Hatch Act?

A. Since ignorance of provisions of the law will not excuse a Government employee from penalties for violation he should present the matter in writing to Chief, Personnel Relations Branch, Eastern Region, FAA, Federal Building, New York International Airport, Jamaica, New York.

## PARTIAL EXEMPTIONS FOR RESIDENTS OF

### CERTAIN COMMUNITIES

The material below applies only to Federal employees who reside in the following communities:

Maryland: Annapolis, Berwyn Heights, Bethesda, Bladensburg, Bowie, Brentwood, Capitol Heights, Cheverly, Chevy Chase, Martin's Additions to Chevy Chase, Chevy Chase View, College Park, Cottage City, District Heights, Edmonston, Fairmont Heights, Forest Heights, Garrett Park, Glenarden, Glen Echo, Greenbelt, Hyattsville, Kensington, Landover Hills, Morningside, Mount Ranier, North Beach, North Brentwood, North Chevy Chase, Northwest Park, Prince Georges County, Riverdale, Rockville, Seat Pleasant, Somerset, Takoma Park, University Park, Washington Grove.

Virginia: Alexandria, Arlington County, Clifton, Fairfax County, Fairfax, Falls Church, Herndon, Portsmouth, Vienna.

Q. What special rights are granted such residents?

A. They may participate actively in local partisan political campaigns as independent candidates or in behalf of independent candidates in the communities in which they reside.

Q. What is the basis for granting partial exemption from Hatch Act restrictions to the residents of certain communities?

A. The partial exemption is granted by the Civil Service Commission, upon request, to communities in which large numbers of voters are employed by the Federal Government or where special or unusual circumstances exist. The purpose of the exemption is to give these Federal employees a voice in their local government.

Q. How does this special right differ from the general restriction that applies to all Federal employees?

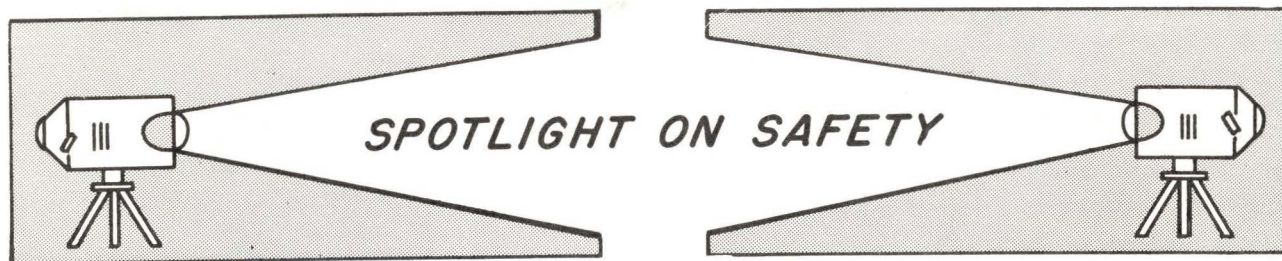
A. Under the general restriction, a Federal employee cannot be a candidate for a local public office, or campaign in such election for local public office in which partisan party designations are used. This means that he cannot run in an election, even as an independent, if he is opposed by a partisan political candidate (Republican or Democrat). Neither can he actively work for an independent candidate who is opposed by a partisan party candidate.

Q. To what extent can the Federal employee campaign for an independent candidate in the excepted communities?

A. He can take an active part in the conduct of rallies and the operation of the independent candidate's "party." He may transport voters to the polls and distribute campaign material in behalf of an independent candidate. In short, he may do anything in behalf of the independent candidate that he could do in an election if he were not a Federal employee.







FIRE PREVENTION WEEK OCTOBER 7-13, 1962

### FIRE - THE FIRST FIVE MINUTES

It is half-past three in the morning and John Doe is asleep on the top floor of his two story suburban home. Mr. Doe usually sleeps well and tonight he has lost no time in sinking into slumber after a long heavy day of work. Nevertheless, he seems restless and at an hour when he should be totally unconscious to nighttime annoyances he is partially awakened. Half awake he stares into the darkness and sees nothing nor does he hear anything. Suddenly, he sniffs and sits up in bed with a start -- SMOKE! He sniffs. It is smoke. Now fully awake he leaps out of bed and in two jumps is across the floor. He yanks open the door. Poof! Mr. Doe is done for.

What happened? Well the late Mr. Doe simply did what dozens of others have done with the same result -- he inhaled a lung full of air heated to a temperature of around 1000 degrees and growing hotter by the second. And, although the fire that heated the air was in the cellar 35 feet below, it killed him.

The story of the unburned fire victim is an old story to firemen. Sometimes they find the bodies on the stairs or in the upper hall or over by the bedroom window; time and time again they find them sitting bolt upright in their chairs dead before they even knew there was a fire.

What killed all these people and our friend, John Doe? One or both of two very lethal things:

(1) Super-heated air brought upstairs from the fire below. It is elementary that heat rises. The air rising from a going blaze reaches into the neighborhood of 1000 degrees. One gulp of it can drop you like a bullet. This is what happened to the late Mr. Doe when he opened the door.

(2) Combustion gases which mix with the super-heated air in the form of smoke. Tests have indicated that smoke contains dangerous volumes of from 11 to 14 toxic gases. The best known is carbon monoxide.

Also included are two other much more deadly: hydrogen sulfide and hydrocyanic acid gas -- the stuff that is used in the execution chambers of states using the gas chamber. Doubtless, many families have been destroyed by this means while they were sleeping.

If this knocks into a cocked hat, some of the things you've always planned to do in case of fire, that's the intention.

Remember all firemen say the first five minutes of any blaze are worth the last five hours.

### POINTERS TO HELP YOU PLAN

1. Carefully figure out at least two routes to the outside from every room in the house, especially bedrooms. Allow for fire blocking stairways or halls.
2. Remember that closed bedroom doors are holding back flame and smoke, and allow extra time for escape.
3. Have upper floor escape to any available porch and garage roofs, ladders or trees which are a way down to safety. Be sure windows work easily and that they are low and large enough to get through.
4. Pick an outside assembly point where the family will meet, and be sure everyone understands the rule, once out -- stay out. Plan for the Fire Department notification by street boxes or neighbor's phone as quickly as the house is cleared of people.

**REMEMBER -- NEVER OPEN A HOT DOOR!**