

FEDERAL AVIATION AGENCY

BEACON

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AERONAUTICAL CENTER

OKLAHOMA CITY, OKLAHOMA

HANGER NO. 9



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Cover Photograph - Hangar 9 - Bob Newkirk

POINT OF VIEW

In this issue of the "Beacon" appears the first of a regular feature called -- as you can see by the heading -- "Point of View."

I have asked Mark Weaver, who has just joined our organization, to give his thoughts on the Center and the community. Since his work in this area encompasses some years and a number of civic phases, his point of view is an objective one. ---

"You as Center employees, have the task, singly and collectively, of forming the opinion of this organization. Your activities -- Civic Clubs, neighborhood projects, building pride in your town and area, personal actions -- paint the image of the Center in the minds of others.

"A clear and deeply-etched picture of the Aeronautical Center; the feeling that the Center is a growing and integral part of the state and community can be formed only if the employee's feeling of pride and belonging to both his work and his community are seen and felt by others.

"The FAA image already is well-formed in the community thinking. Employees have shown both a pride in their work and a willingness to inculcate that pride into the personal and community togetherness that brings growth to both.

"The pronoun 'we' -- used at the Aeronautical Center -- can become the 'we' to be used freely by both community and Center, thus making stronger the bonds that are both personal and area wide."

I agree with this thought of a Center "image" as seen through the eyes of others. It is an objective toward which we can work.



F. M. Lanter

Director, Aeronautical Center



Hangar 9's big September move adds lustre and efficiency to aircraft operations.



Center's Hangar "Line" is geared to handle increases in maintenance and standardization.

HANGAR 9 NOW OCCUPIED

Almost before the big new Hangar Nine was turned formally over to Aeronautical Center Director Fred Lanter by the Airport Trust members, the big move into the more than 136,000 square feet of usable hangar and office space was under way.

The switch-over began the last week in September. As the picture indicates Hangar Nine is expected to service about one-half again the number of aircraft serviced during the past year.

The hangar features electric doors and windows; outsized freight elevators, a larger electric overhead crane for handling heavier equipment, an IBM system and, on the west-side leanto, a second floor cafeteria capable of seating 90 hungry people.

A modern and well-equipped paint shop will permit painters to work inside during the worst of the winter weather, bringing more production and less sick leave.

W. M. Matthews, Chief of the Aircraft Standardization & Maintenance Division, says about 150-thousand dollars worth of tools and equipment will be used in Hangar Nine.

Offices involved in both the east and west lean-to area of three stories include the Propeller, Paint & Sheet Metal Shop, Data Processing, Flight Inspection Field Office, Intermediate FIFO-I, Reduction and Evaluation Center, Cataloguing & Procurement, Stock Room, General Air Frame & Hydraulic Shop, Production Section, Modification & Specification Projects and Standardization Shops. On the third floor-east side are the offices of Matthews, Technical Assistant Ted De-

Witte, and others.

The hangar area provides more than 47,800 square feet of aircraft storage and work space. An elaborate inter-communication system reaches throughout the hangar covering, also outside ramp, parking and taxi strip areas.

The new, giant hangar was formally accepted, ready for occupancy, on September 28. It joins with Hangar 8 and 10 to complete the present hangar "line". Hangar 8 is also a new, ultra-modern structure having been completed only last year as part of Oklahoma City's multi-million dollar construction project for the FAA Center. Hangar 10 is an older but very serviceable building, up-to-date and modern in every respect.

... C. H. ... M. W.

NEW ASR-4 COURSE

The ANF Branch Radar School is organizing a new course for the new ASR-4 system. The 1st ASR-4 installations are scheduled for Little Rock, Ark. and Newark, New Jersey. These installations should be completed by January 1, 1960. Present plans call for 35 ASR-4 systems to be built and installed by Texas Instruments, Inc. It is hoped that the Aeronautical Center will receive an ASR-4 system for training purposes. This radar makes use of many of the advancements that have been developed in the field of radar and is a great deal more complex than the older models of the ASR Radars.

Present plans call for having the new Radar Timing Circuits laboratory ready to go approximately January 1. This laboratory in ANF Building #2 will be designed so that students will work in pairs. Twenty students can work in the laboratory at one time.

BASIC SUPERVISION TRAINING COURSES

Mr. Norman R. Hodkinson, Chief, Facilities Flight Inspection Branch, has extended the scope of training in "Basic Supervision" to include supervisory personnel in all nine Sections of the Branch. Originally limited to the Production, Major Inspection and Overhaul, and Line Maintenance Sections, the 18-hour course has been taken by 60 supervisors in the Branch. Based upon material written by Frank Petrie, formerly of the Washington Office, the course has been adapted to the needs of the Facilities Flight Inspection Branch brought about by its rapid expansion over the past three years. The course is taught by Carl C. Drumeller, AC-680.B, in the Air Navigation Facilities Flight Inspection Training Building.

- - - - C.D. - - - -

RED CROSS FIRST AID COURSE MEETS CENTER NEED

A total of 354 employees of the Center have graduated from the Red Cross First Aid Course conducted by Frank B. Falwell, AC-680.6. Being a ten-hour course, running two hours each day, from 0800 to 1000, students can attend without seriously disrupting their day's work. Classes currently are being held in Room 21, Air Navigation Facilities Flight Inspection Training Building. Mr. Falwell has received valuable assistance from Messrs. Ralph C. Chedester and Walter T. Holt, also from AC-680.6, in teaching the course.

- - - - C.D. - - - -

ANF CLASS CO-EDUCATIONAL



The photograph, above, shows Miss Aimi Kuun, and Mr. Martin Allison, of Childress, Texas, being instructed in the Teletype Lab. by Mr. Wasierski, C. E. Instructor.

Miss Kuun is a student in C. E. Class 137, and is the first female student to attend the Communications Equipment School. She is from the Engineering Branch of the Washington Office, BF-314, and is a graduate engineer from Virginia Polytechnic Institute.

SAE COMMITTEE VISITS CENTER

The S-7 Cockpit Standardization Committee, shown in the photograph on the following page, held their 21st meeting in Oklahoma City on October 20-21. The meeting was attended by Messrs. L. E. Shedenhelm, John F. Kempf, John Paul Jones, and R. C. McKissick from the Aeronautical Center.

FLIGHT OPERATIONS AND AIRWORTHINESS



Standing, L to R: John F. Kempf, Aeronautical Center, Capt. H. G. Portman, United Air Lines, New York; Capt. J. B. LeClaire, TWA, Kansas City; Capt. F. E. Davis, Eastern Airlines, Miami; Capt. Dan Beard, American Airlines, Los Angeles; John A. Meldrum, S. A. E., Chairman of the S-7 Committee; and Jack Wahle, Pan American Airways, San Francisco.

Front row, L to R: F. J. Sullings, British Overseas Airways, London; Capt. Warren Hitt, Braniff Airways, Dallas; W. H. Reniking, Convair, San Diego; G. W. Harms, Grumman Aircraft Corp., New York; P. R. Kennedy, North American Aviation, Los Angeles; L. E. Shedenhelm, Aeronautical Center.

Not shown were: Jack Kelley, Eastern Airlines, New York; David Baker, FAA, Washington; and John Paul Jones, Aeronautical Center.

ATCA CONVENES IN OKLAHOMA CITY

The Air Traffic Control Association held its Annual Business Meeting at Oklahoma City October 7-10, attracting key figures in aviation, including FAA Administrator Mr. E. R. 'Pete' Quesada; Mr. D. D. Thomas, Director, Bureau of Air Traffic Management; Mr. J. Meisel, Washington Personnel Division Chief; Brigadier Gen. Carl L. Hutton, Chief, Training Div., Senator Josh Lee; Mr. F. M. Lanter, Director, Aeronautical Center; and Honorary Member Arthur Godfrey. In addition, the highly successful meeting, incorporated for the first time an elaborate exhibition of air traffic control aids, and was attended by high officials of aviation commerce, industry, pilot associations, and FAA Regional organizations.

The meeting, at the Biltmore Hotel, got underway with an interesting Operations Forum panel discussion. The first evening a reception was held for Mr. Quesada and Lt. Governor Nigh of Oklahoma. The reception was followed by a banquet at which Mr. Quesada spoke of the extensive plans to be put into effect for "Project Friendship." He told of some 2095 Air Traffic Control and Air Navigation Facilities that will be taken over by the Federal Aviation Agency from the military. These facilities are located at 337 locations throughout the world. He told of the need of an additional 9000 Air Traffic Controllers and 6000 Maintenance Technicians required for this project, and that this will mean a much accelerated training program at the Aeronautical Center.

Second day activities began with a breakfast, at which Fred Lanter was

guest speaker. Mr. Lanter reviewed the many training activities of the Aeronautical Center, and his remarks were followed by a well-arranged and well-conducted tour of the Aeronautical Center.

While on the subject of the tour, the Air Traffic Control Branch "would like to take this opportunity to express thanks to everyone who helped make this tour a great success. It was most gratifying to hear the many fine comments about our Aeronautical Center and the people working here. Again, thanks to each and everyone who gave their time (and shoe leather) to work on this tour."

Afternoon activities were highlighted by a panel discussion on recruitment, selection, and training of Air Traffic Control Officers. Cliff Slack was moderator, and panel members were Joe Basham, Ernie Greenwood and Frank Tuckett, all of AC-520, and Tom Speakmon of the Oklahoma City RAPCON. The panel discussed possible areas of improvement in ATC training programs and what can be done to better train personnel for the field of air traffic control.

Mr. J. Meisel, Washington Personnel Division Chief, followed the panel discussion and told of anticipated problems in future recruitment of personnel for air traffic control.

The last day included an interesting and informative speech by Mr. D. D. Thomas on the responsibilities of the Air Traffic Controllers. This was followed by a panel discussion on the same subject. Members were told of the efforts put forth by Bureau of
.. (cont'd next page)

Safety, CAB, to completely and thoroughly analyze accidents, and take the necessary steps to prevent them in the future. Mr. Oscar Bakke of CAB presented these comments. Mr. John Hilton, Assistant Director of the Bureau of Air Traffic Management, and Mr. William Crawford, Chief Attorney for Litigation, FAA, followed Mr. Baake, and cited actual court cases directly related to the controllers' responsibility.

On the last evening the members were honored by the presence of members of Congress, and Arthur Godfrey, ATCA's No. 1 Honorary Member. After a reception in honor of these distinguished guests, Senator Josh Lee, former U. S. Senator from Oklahoma, and former member of CAB, and Toastmaster of the evening, entertained with his true Oklahoma humor. Mr. Stuart Tipton of the Air Transport Association brought the main address of the evening. This was followed by presentation of awards to ATC facilities for outstanding accomplishments during the past year, and presentation of an award to the Controller of the Year. This went to J. L. Parkinson of the Baltimore Combined Station/Tower. Arthur Godfrey brought the program to a close by telling the Association Members that he intends to do more toward enlightening the public to the important job of the Air Traffic Controller. He plans to do this by featuring controllers who have done outstanding or heroic deeds in line with their work.

With this year's meeting came a new "first" in aviation circles. We are all familiar with "hangar flying" but this year the ATCA made it possible to have "hotel lobby air traffic control."

This was possible through a fascinating array of exhibits of new electronic devices and methods of controlling air traffic. Members and visitors were able to see the new ARSR-1, long range radar, in actual operation. This was made possible through the combined efforts of Raytheon Corp., manufacturer, Collins Radio, Intercontinental Electronics Corp., and radar personnel of the ANF School at the Aeronautical Center who assisted in setting up a microwave link with radar signals from their ARSR-1 training facility to the hotel. Remington Rand Univac had their File I computer equipment on display to show the latest methods of handling the tedious task of obtaining the many aircraft fix postings needed to effectively control air traffic. The FAA Bureau of Research and Development had an interesting mock-up of a control tower in the lobby, a unique exhibit of the new AGACS and the "Panorama of Flight" exhibit recently displayed at the Las Vegas Space Conference.

Other exhibits included the Scan Conversion radar, which makes it possible for radar presentations to be transmitted on a television screen, thereby eliminating the need of operating in darkened quarters. Aircraft armaments had a model of their ATC Simulator on display; IBM displayed their SAGE computer; Aviation Systems Division of General Railway Signal Corporation displayed models of their AIRTRAC and Post-Rite electronic devices designed specifically for air traffic control.

Many other interesting exhibits were on hand to make this year's meeting a most successful one, and the first Air Traffic Control Exposition. ... F. T.



Photos above show outstanding features of ATCA Convention held in Oklahoma City October 7-10. At top is a scene in the banquet hall just before Administrator Quesada gave his address on "Project Friendship." In the middle photo a group of air traffic controllers inspect one of the fine exhibits. At lower left General Quesada is shown at the speaker's podium. At lower right, the ATCA symbol and tower cab model graces the hotel lobby.

IBM 704 COMPUTER EXPECTED SOON FOR FLIGHT TEST DATA WORK

Scheduled for delivery in December a large-scale data processing IBM 704 electronic computer will soon be used by the newly reorganized Data Reduction and Evaluation Center as a new and important method of flight checking navigational aids.

The "magic brain" computer will quickly and accurately perform two distinct functions. It will program in-flight operation of the navigational aids check system and will later reduce the data recorded by the flight check system.

More specifically the 704 computer will be used to prepare a magnetic tape which will fly the airplane over a pre-planned track by feeding instructions into the auto-pilot, tune in the radio equipment as necessary, calibrate it, and interrogate or monitor ground stations to determine their accuracy by comparing them to precomputed standards. Results of the comparison will be recorded on another magnetic tape in the aircraft, and this tape in turn will be processed by the 704 to prepare the various data in readable form. The "evaluation" system will quickly and accurately prepare graphs and tabulations to display operational characteristics of the signals from ground navigational systems such as the VOR and TACAN facilities. It will also provide for the playback of recorded voice-frequency data for study and analysis.

This check and evaluation system using the IBM computer is limited to the intermediate altitude flight inspection system which employs a fleet of Convair aircraft operating between 10,000

and 20,000 feet MSL.

A system test period will begin in January 1960 and last for 90 days. This test period will cover both the airborne check and the ground evaluation systems. Operation on a production basis will begin next April and reach full status after approximately six months. The new Data Reduction and Evaluation Center is located on Third Floor West of new Hangar 9 at the FAA Center.

... J. M.

FACILITIES ELECTRONICS TRAINING COASTS TO TUNE OF 900 STUDENTS

Levelling off for the remainder of FY 60 the ANF electronics training program is flying high with something like 850 to 900 students in daily attendance. (The "afterburner" push would come under the heading of Project Friendship). Relief from the crowded classroom, laboratory and office is expected soon when the new ANF #2 building becomes ready for occupancy about December 1. Meanwhile, new equipment is being received for facility laboratories. Tacan Test-Monitor-Control (TMC Ser. #1) was recently received from Stromberg-Carlson and has been installed for the Tacan training course. Ultimately, three additional sets of TMC equipment will be installed to provide a set for each dual Tacan unit in the laboratory.

The Radar school expects to receive the American-built Scan Conversion equipment (called On-shore Scan Conversion) sometime after the first of the year.

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Present TI-440 equipment (Off-shore, French-built) in the Scan Conversion laboratory includes a new modified equipment rack which uses a RCA TG-2A Synch. Generator, so that with two TI-440 racks now available students will have more time on operating equipment. A special Scan Conversion course will be taught December 7-18 and a second course will be offered January 4-15.

TARGET JULY 1960 NEW HEALTH BENEFITS

Here are the first facts and figures on the new health benefits program for federal employees. Passed by the last Congress... The Federal Employees' Health Benefits Act of 1959... becomes effective July 1, 1960.

The plan is optional for federal employees; sets up a number of benefit plans. Two of which would be applicable to Center employees. The Government-wide service benefit plan is a service benefit plan. It works on the principle of paying benefits directly to the doctor or the hospital. The other plan--is an indemnity benefit type of benefit. It would pay the cash benefits directly to the employee.

All options of the Government-wide plans will include both "Basic Health" and "Catastrophic" coverage. Basic provides protection against the more common kinds of hospital and surgical expenses; Catastrophic gives some protection against the more unusual and heavy expense of a serious or prolonged illness. It would include costly items....such as long periods of hospitalization, expensive operations, private nurses, home medical care, drugs and medicine.

The various plans and options permit employees to get as much coverage as they feel they need and not pay for coverage they don't want.

The cost of the plans hasn't jelled, but it will average about 5 dollars for a single employee, 13 dollars and 50 cents for a family. The Government will pay half of the cost up to the amounts specified in this paragraph. Above that cost, the employee will pay the difference if he wishes more inclusive coverage.

The health benefits may continue after retirement if:

The retirement is under Civil Service; retirement follows the date the health benefits program became effective---the first day of the first pay period which begins on or after July 1, 1960; if employees enrolled in an approved plan for at least the shorter of the following periods of time: (1) Five years of service immediately preceding retirement, (2) Retirement after at least 12 years of service or on account of disability.

It is considered advisable to continue the present health benefits the employee has until the Government-sponsored program becomes effective.

Further information will be published in this paper as it becomes available, but full particulars should be available to all employees by next spring.

IF YOU HAVE AN IDEA FOR
IMPROVING THE SITUATION --
DON'T MUMBLE IT - WRITE
IT UP...

ATC GRADUATION



Friday, October 23, was graduation day for 18 International Students representing six different countries. This concluded 17 weeks of intensive training which began June 29.

Many interesting 'extra-curricular' activities were arranged for the group by International Liaison Officer, Darwin T. Maurer, including 'adoption' by a 'host' family, each of which contributed much during the 17 weeks of the course to the social life and happiness of these international visitors. Other activities

shared by the class included bus trips to the annual rodeo at Ada, Indian City USA, and a football game at Stillwater. Many of the group attended luncheons at Rotary, Kiwanis and Lions Clubs, and the entire group were dinner guests of the First Baptist Church monthly Brotherhood meeting. A plane trip in two FAA DC-4's in connection with a training flight to Greater Ft. Worth International Airport was both interesting and educational.

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In the picture above, Oklahoma City's Mayor James Norick, on the left, is assisted in holding up the class plaque. Graduates Gonos and Nunez, both from Spain are shown with the

Instructors who worked diligently and long with the class were Paul T. Arnold, Duard T. Leslie, Harlee M. Hansley, and Frank E. Tuckett, and Supervisor Fred N. Fairweather.

Originally the class contained 21 members, but three (Noboru Maeda, Shigemasa Nakano, and Hirometsu Suzuki, all from Japan) were Communications Specialists and commenced their on-the-job

mayor. The plaque indicates through national flags, the six countries represented in this class. Mayor Norick was the guest speaker at the graduating exercises.

training assignments at Miami, Florida on August 14. Other members of the class have reported to FAA field facilities for on-the-job training in air traffic control at Los Angeles, San Francisco, Phoenix, Ft. Worth, San Antonio, Amarillo, New Orleans, Nashville, Ft. Wayne, Minneapolis, and Madison. The normal length of their complete training in the United States is about ..(cont'd next page)

months.

A new class of 18 participants commenced the 17-week course on October 26, representing nine countries -Korea, Vietnam, Turkey, Indonesia, Honduras, Afghanistan, Ecuador, Ethiopia, and Thailand.

In addition to the Air Traffic Control program there are also 44 International Students enrolled in electronics courses. Length of these courses varies from 6 to 11 months.

In the class photo are, front row: Manuel Martin, Spain; Cahit Dincsoy, Turkey; Francisco Fennelds, Spain; Jose Antonio Perez, Spain; Huseyin Orer, Turkey; Fevzi Ozcelik, Turkey; Shigemasa Nakano, Japan.

Back row: Duard T. Leslie and Harlee M. Hanslee, Instructors; Hidechika Yoshikawa, Japan; Francisco Jose Quetglas, Spain; Setsuro Yonemura, Japan; Nevzat Akbay, Turkey; Pedro Nieto, Spain; Noburu Maeda, Japan; Alvaro Reyes, Colombia; G. Jorge Alfaro, Nicaragua; Hiromitsu Suzuki, Japan; Juan Manuel Nunez, Spain; Yusuf Kenan Sen, Turkey; Nikolaos Gonos, Greece; P. Anastasio Gonzalez, Colombia; Leonidas Pavlou, Greece; and Paul T. Arnold and Gerald T. Welch, Instructors.

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(continued from story in next column..)

roving editor for American Aviation Magazine, has written for the Washington Post, for radio and TV, and proposes to do some articles on our GO-11 course for Cross-Country News and various aviation magazines.

FLOPAIR CO-ED TOO!



The first girl to attend one of the Flight Operations and Airworthiness flight courses as observer has set future observers some real problems. Not only is Miss Page Shamburger an excellent pilot; she is real pretty, besides.

Miss Shamburger began flying at the age of 15 (she says too long ago to discuss, but the boys in her class think otherwise.) At present she is operating her third airplane, a Bonanza, which she uses 100% for business. She is Roving Editor of Cross-Country News, published in Ft. Worth, Texas, and covers all the aviation events and airports east of the Mississippi River. Miss Shamburger is based at Pinehurst Airport, Southern Pines, North Carolina. She is a member of the International Society of Aviation Writers, the National Writers' Club, NAA, AOPA, NPA and Ninety-Nines. She has been

(cont'd first column this page..)

PERSONNEL DIVISION'S NEWEST STAFF MEMBER



LOOK FAMILIAR? He should! It's Mark W. Weaver, former KWTW Editor-in-Chief, who recently joined the staff of the Aeronautical Center to serve in the capacity of Chief, Personnel Relations Branch, Personnel Division. Many Oklahoma television viewers will sincerely miss Mark's 10:00 PM daily news cast; however, we feel their loss is our gain.

Mark's office, presently located in the Southeast corner of the First Aid Station, we're sure, has already given him an "insight" into the many aches and pains of the Aeronautical Center although of a slightly different nature than those which are to actually befall him in his roll of Personnel Relations and Information Officer. Mark feels his assignment at the Center is a real challenge and he is quite enthusiastic about it.

To look at his personal side -- Mark says his age is irrelevant -- old enough to know better. He's married and has two sons. William, age 18, is a Freshman in the OSU Engineering School, and John age 13, is a student at Northeast High. Mark has been engaged in newspaper,

radio and television business for over 20 years, having spent the last six years approximately with KWTW, Channel 9, Oklahoma City, Oklahoma. Preceding his KWTW service, he was with out-of-state Radio and Television. Prior to 1950 he was affiliated with WKY Radio and Television, first as Assistant News Director, then as News Director, for nearly five years. During the late 40's, Mark replaced Alex Drier on his NBC morning news, for two separate fortnightly stints.

Mark was winner of the Arkansas Press Association's President's Award for outstanding journalism in 1953. He has a very strong interest in Community and Civic affairs, and last year instigated through television programs a scrutiny of Oklahoma City's financial problems; helped formulate and then became Vice-Chairman of Citizen's Committee of One-Hundred. He is a member of Sigma Delta Chi, Professional Journalism Fraternity. Mark's wife, Elinor, is a teacher in the Oklahoma City school system. He and his family reside at 3600 Springlake Drive.

Mark's assignment at the Center will be to develop and conduct programs to assure (1) effective employee-management communication, (2) effective community relations, (3) good management-employee-group relations, and (4) full utilization of the employee incentives program, and "other related duties as assigned."

Coincidentally (?) Mark will be active in publication of the Beacon.

..MP

AEROMEDICAL RESEARCH CENTER STUDIES VERTICAL DECELERATION



A study of human tolerance to vertical impact or deceleration by the Civil Aeromedical Research Center, AC-266, is nearing completion. The project has been primarily supported by an Office of Naval Research contract. The information obtained will, however, be applied to aviation in general. Data obtained are providing information as to the tolerance of man to high vertical impact forces such as experienced in helicopter crashes, gear up landings, seat ejection, etc.

Initial phases of the project were carried out in the CARC laboratories previously located at Ohio State University, Columbus, Ohio. Over five hundred tests have been made on the project staff and twelve selected university student subjects employed by the laboratory. The laboratory was subsequently moved to the Aeronautical Center and the test track and equipment rebuilt here. Analysis is now being made of the several miles of motion picture film

and oscillograph records obtained during the tests.

Previous to the test each individual was subjected to a series of experiments to determine the force and angle at which the musculature of the knees failed, i. e. could no longer support a given load. In addition, double exposure X-rays were taken of the feet and legs with the subject under normal and increased loading.

Tests are conducted on subjects in various seated and standing positions. The impact platform is instrumented with strain gauges and accelerometers. Accelerometers are also taped to the legs, feet, and shoulders of the subjects. The accelerometers located on the body indicate the time required for the shock wave to travel through the body and the degree to which it is reduced and modified upon arrival at the shoulder and head.

Accelerometers are used to measure the decelerative forces in terms of "g". The force of one "g" being the standard force

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of gravity or the force of one weight. For example, an 80 lb. object under 10 "g" of deceleration would have an effective weight of 800 lbs. Subjects in these experiments were exposed to brief decelerative input forces of up to 100 "g".

Present emphasis is on the development and testing of protective devices to reduce or modify the impact reaching the body. Seats, cushions, shoe soles, etc. are being molded of polyurathane and polystyrene plastic foams.

Anyone want a ride? John J. Swearingen, Chief, CARC; E. B. McFadden, Physiologist; J. D. Garner, Biologist, J. G. Blethrow, Biologist, and William Reed, Laboratory Machinist, all employees on the project agree that they will gladly relinquish their seats.

-----E. M. -----

FMD BRANCH BIG IN BIG ONE

The Structural Materiel Branch of the Facilities Materiel Division started and completed the "BIG ONE" Drive in a big way. The workers, headed by Jane Fanning, completed the drive in less than a week with 100% of the 167 employees participating and reached 108% of the goal set for the Branch.

All employees are responsible for this achievement, but the hard work was done by the workers - Marie Clay, John Walker, Virgil Smith, D. J. White, Dale Chambers, Monroe Ellis, AC-747; Pete Simms, Jack Neil, Willie Rounsaville, Pat Kerley, Franklin Gates, John Galvin, Dan Fox, R.D. Redic, and Dick Clayson, AC-746. The first to reach his goal was Pete Simms, who completed his drive in one afternoon with 4 hours' pay contributed by each employee in his group. (Maybe a little brain washing here from wife Joyce, who works with Mark Weaver, the Aeronautical Center's Chairman of the Big 1 Campaign Committee??).

ATC TRAINING EXTENDED

The Air Traffic Control Branch is preparing for a new 8-week training schedule to begin January 4, 1960. All developmental actions necessary to implement this more comprehensive type of training program on January 4 are underway. This includes the construction of four complete four-sector Air Route Traffic Control Centers and the conversion of one of our two smaller centers into four sectors. Each will include all the functional equipment and positions of operational centers including high altitude consoles, low and intermediate altitude consoles, flight data consoles, teletypewriter equipment, etc. These will be complete with simulated land-line and air/ground communications and will closely simulate the actual operation in all respects.

Work is progressing satisfactorily on the development of necessary training manuals, instructor guides, syllabuses, visual and aural aids, work sheets, achievement tests, and the necessary large volume of simulated control problems. Action is underway to recruit and train the necessary instructor personnel to administer the program.

This eight-week course of training will result in: (1) Indoctrination of the trainee in his new career field; (2) Basic certification; (3) Preparation of the trainee for his operational duties; and (4) Adequate screening commensurate with the length and level of the training.

...F. T.

EVERY DAY IS THOUGHT TIME FOR INCENTIVE AWARDS

TRAINING CORNER

Continued training is a basic part of every good job. The Proficiency Development Branch hopes every employee at the Center will take advantage of the training being offered. In this column, which will be a regular feature in the Beacon, will be found ideas and suggestions on the significance of training. This is an excerpt from a letter out of the Office of the President:

"The head of each department and agency shall:

Formulate and maintain a systematic plan of action for the development, training and effective use of his manpower resources, including periodic inventory of training needs and of progress in meeting them.

Stimulate and encourage employee development and training, both through individual self-improvement and thru officially sponsored activities, to meet immediate and long-range service needs.

See that specific development and training opportunities are provided as required to help employees at all levels perform their work in the best known ways and adapt themselves to changing program needs.

Make full use of existing training facilities and services within the federal government, including cooperation with and participation in appropriate inter-agency employee development and training activities.

The Civil Service Commission shall be available to provide consultation and clearing-house services to agencies ... and shall obtain from the agencies such reports on their employee training activities as it may require to enable it to inform the President on current federal civilian training practices."

The Training Corner will furnish pertinent information in regard to our employee development program in succeeding issues.

---R. A. Myers

REMINISCING

The following contribution is dedicated to the World War I flyboys. It should bring back many a fond (and some not so fond) memory. Sorry, but the author is unknown.

The way was long....the night a crime;
The pilot was flying on borrowed time.

His flying suit, well lined with hay,
Seemed to have seen a better day.

"The Galloping Goose", the crate he flew,
Was stuck together with nails and glue
And shivered and shimmied and waved
its wings,
Shaking off bolts and nuts and things.

So weird and palsied was its flight
The folks on the ground looked up in fright
And cried "For Heaven's sakes, beware!
An airplane's ghost is in the air!"

Yet on the dauntless pilot flew,
Trusting to God and Casein glue.

An evil angle flying 'round
A thousand feet above the ground
Said "Come, old pilot, to my heart
Before your damned crate falls apart,
For you must follow me to hell."

The pilot piped, "Old gal, that's swell,
I deserve it....I'm full of sin
And hell is better than what I'm in."

He passed away without a moan....
"The Galloping Goose" spun in alone.

Carl C. Drumeller, AC-680.B

FIRST FAA EXECUTIVE SCHOOL HELD AT AERONAUTICAL CENTER

The first in a series of executive schools for near-the-top managers in the agency was held at the FAA Center and at the University of Oklahoma at Norman during the last two weeks of October.

Twenty-four managers from Washington, the six FAA Regions and the Center attended the sessions.

Director of the school was Dr. Lloyd E. Farley, Chief of the FAA Management Training Section. Dr. Emery Olson, Dean Emeritus, School of Public Administration, University of Southern California was consultant for the school.

The school was under the direction of Brigadier General Carl Hutton, US Army Director of FAA Training; Harry Hill, Deputy Chief of Training, and Homer C. Rose, Chief, Management Training and Development Branch.

Taking part in the school were FAA Administrator E. R. Quesada; Deputy Administrator James T. Pyle; Special Assistant to the Administrator J. Gordon Bennett; Assistant Administrator for Personnel and Training, Fordyce W. Luikart.

Also... Alan L. Dean, Assistant Administrator for Management Services; Dr. Elliott P. Roberts, Chief Management Development Branch, Management Analysis Branch; Harold B. Alexander, Deputy Budget Officer, and J. Meisel, FAA Director of Personnel.

On the staff were Dr. Ronald B. Shuman, Research Professor of Management College of Business Administration, University of Oklahoma; Dr. William H. Keown and Professor David Ross Boyd of the Oklahoma College of Business.

Dr. Nicholas J. Demerath, Director of the Social Science Institute, Washington University, St. Louis, and Dr. Warren H. Schmidt, Assistant Director University Extension, University of California at Los Angeles.

Participants were....

Washington

General Counsel, Charles J. Peters, Attorney Advisor. Office of International Coordination, Evan J. Lewis, Chief, Technical Assistance Div. Research & Development, John A. Weber, Chief, Data Acquisition Br. Bureau of Facilities, Glenn E. Goudie, Chief, Maintenance Division. Flight Standards, George S. Buchanan, Chief, Business Operations Branch.

Region 1

Irving Mark, Chief, Budget & Finance Div. Joseph J. Regan, Deputy Chief, Air Traffic Control Div. Curtis A. McKay, Chief, Air Carrier Safety Div.

Region 2

P. H. Boatman, Chief, Air Traffic Control Div. H. H. Slaughter, Chief, Aircraft Engineering Div. E. J. Anderson, Chief, Personnel Division.

Region 3

Henry L. Newman, Asst. Regional Administrator. George W. Ireland, Chief General Safety Div. George C. Benson, Chief, Air Navigation Facilities Division.

Region 4

Hervy E. Aldridge, Chief, Air Navigation Facilities Div. Allan E. Horning, Asst. Regional Administrator. Kenneth B. Wall, Chief, Personnel Division.

Region 5

R. T. Williams, Asst. to Regional
(con'td next page)

Administrator. D. S. Wolfe, Deputy Chief, Air Traffic Control Div.

Region 6

Ernest Fraser, Chief, Air Navigation Facilities Div. Donald H. Long, Chief, Air Traffic Control Division.

Aeronautical Center

William M. Matthews, Chief, Aircraft Standardization & Maintenance Div. R. W. Pulling, Chief, Facilities Material Division. Warren W. Smith, Chief, Flight Operations and Airworthiness Div.M. W.

RADIOLOGICAL DEFENSE SCHOOL SLATED FOR CENTER

The first course in radiological defense ever scheduled for the Aeronautical Center starts November 2nd and runs through November sixth.

The school will be directed by William Bond, Emergency Operations Plans and Training Officer. The school will familiarize Center personnel in the use of radiation detection devices and means of self-protection. The basic nature and effects of nuclear weapons, use of weather data to help predict fall-out areas and how to best handle evacuation of contaminated areas will be taught.

Assisting in the training will be Robert Bridges, Benjamin Tankersley and Gaylord Younghein. The three recently finished a course in Dallas on radiological defense.

Representatives from all Center organizations will attend the five day course. After that they will assume the responsibility within their organizations for emergency measures. The ultimate goal is to have one or more trained teams in each organization.

BRITISH OFFICIAL VISITS CENTER

The Aeronautical Center, and particularly the ATC Branch, is looking forward to the visit of Mr. Kryke-Smith, Chief, Air Traffic Control Officer, Ministry of Transport and Civil Aviation in the United Kingdom. Mr. Kryke-Smith will visit the Aeronautical Center November 5 and 6 to observe the over-all management and training facilities of the Aeronautical Center, and is especially interested in the training facilities and management of the Air Traffic Control Branch.

-----F. T.-----

FAA EXTENDS NEIGHBORLY HAND TO MEXICO

Our sister Republic of Mexico is getting an assist from the FAA on building a Flight Inspection aircraft. Alfonso Arambula, AC-680.3, departed for Mexico City on October 14 for the first of two tours of duty as consultant to private contractors building a Flight Inspection console to FAA specifications. The console is semi-portable, designed by the Engineering Section of Facilities Flight Inspection Branch to be mounted in or dismounted from the Beechcraft Twin Bonanza in two hours or less. The Beechcraft E-50 also serves as an executive aircraft.

The two-recorder console was designed for minimum bulk and weight. It features the new Texas Instruments dual recorders and employs transistorized power supplies in its calibration circuits. Owing to the limitation on variety of navigational aids in Mexico, the console is designed for recording signals from only the VHF Omnidirectional Range.

-----C. D.-----

SOME PEOPLE ARE BENT WITH
TOIL. OTHERS BECOME
CROOKED TRYING TO
AVOID IT.

FIFTY YEARS WITH ANF BRANCH



Shown above are employees with more than ten years of service in ANF Branch. From left to right, seated, are Juanita Wilcox, Supervisory Illustrator, who came to ANF Branch in August 1949. Next is Arthur Schmitt, Chief of Directed Study Section, who came to ANF Branch in September 1949. Standing on the left is Walter Hill, Deputy Branch Chief, who joined the Branch in February 1947. In the center is Charles W. Mueller, Chief of the ANF Branch, who came to the Center as a student in the first ILS class, in March 1947; returning as instructor in Radio Aids Section in July 1947, later becoming Chief of Indoctrination & ILS/VOR Section. Next is John Ott, who joined the training facility in Ft. Worth, Texas, in 1943. Except for a brief hiatus in Technical Services, he has been with the ANF training program since its beginning. John is currently instructor in the Directed Study Section. ... A. S.

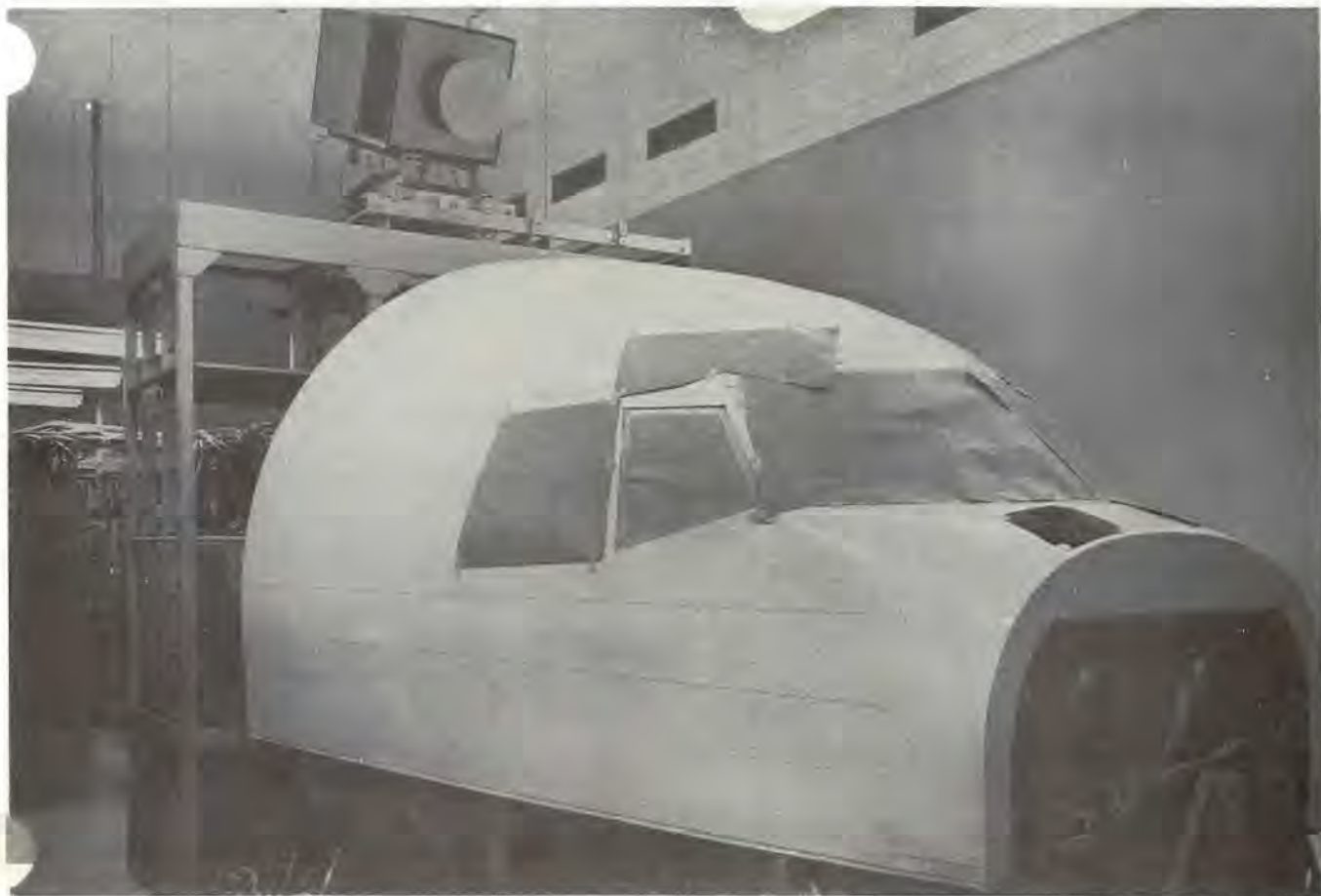
TEAMWORK



How about this!! Frank and Charlotte Spader, husband and wife, attended the ATC short course at the Aeronautical Center, October 12 through 23. The unusual event and the "teamwork" they demonstrated were a highlight of the class, ATC reports.

Frank is Assistant Branch Chief of the Facility Maintenance Branch in Kansas City. He began his service in 1929 in what was then the Lighthouse Service and was located in Salt Lake City, Utah. In 1938 he transferred to Kansas City where he worked as a Senior Radio Electrician, Chief Radio Electrician, and later as Maintenance Supervisor for that area. In 1943 he joined the engineering staff in the Kansas City Regional Office.

His charming wife, Charlotte, joined the CAA in 1940 where she worked as a secretary in the Facilities Maintenance Branch. In 1958 she transferred into the Budget and Finance Division where her present job is that of Budget Analyst.



Installation of the Boeing 707 Simulator is in its final stages at the Aeronautical Center. It will be used as a training facility for FAA Air Carrier Operations personnel -- those who must supervise the Flight Operations and Air Crew training of scheduled air carriers.

The 707 Simulator permits the crew to go through emergency conditions without the hazard and cost of actual practice in the aircraft. It's an exact duplicate of the flight crew compartment of the 707 model aircraft; is complete equipped with all engine and system instrumentation and controls; all flight, navigation and communications equipment and all other controls.

The simulator's cockpit carries out the cockpit motion of the actual aircraft-- giving the pilot the feel of flight. The

sense of flight is further heightened with the use of the "visulator", manufactured by Curtiss-Wright. This uses a complete, especially designed closed circuit television system, a three-dimensional scale model of any airport and a movie screen. The screen - directly in front of the simulator - reflects the scene of the airport from the TV camera, which moves in a scanning motion down the runway. It provides for yaw, pitch, or roll of the airplane. The pilot can see the approach area, the airport and the runway exactly as he would see it through the cockpit window of the airplane. Clouds and day and night conditions can be simulated.

This type of advanced equipment will be used in an accelerated standardization & training program at the Center.

... M. W.



LOREN HELM, BRANCH CHIEF, LIVES WITH HIS WIFE, BERNICE, AND FAMILY AT 1524 ROWENA LANE, NORMAN. HE HAS BEEN WITH THE AERONAUTICAL CENTER SINCE NOVEMBER, 1958, TRANSFERRING HERE FROM HEALTH, EDUCATION & WELFARE, PUBLIC HEALTH SERVICE. HE HAS 16 YEARS GOVERNMENT EXPERIENCE WITH THE INTERIOR DEPARTMENT, HEW, CAA AND FAA.



CHARLIE BRILL, MANAGEMENT ANALYST, AND HIS WIFE, MARTHA, LIVE AT 4913 N. LINN, OKLAHOMA CITY, WITH CHARLIE, JR., 7. AN EDITOR AND PUBLISHER IN THE FIELDS OF OUTDOOR RECREATION, GOVERNMENT AND TRANSPORTATION, HE CAME TO THE AERONAUTICAL CENTER IN MARCH, 1959. FORMER GOVERNMENT EXPERIENCE: ADMINISTRATIVE ASSISTANT, OFFICE OF REGIONAL DIRECTOR, WAR ASSETS ADMINISTRATION, OKLAHOMA CITY; REGIONAL CHIEF, RECORDS & REPORTS FOR DEPARTMENT OF COMMERCE, DALLAS, TEXAS; REGIONAL ACCOUNTANT AND ASSISTANT REGIONAL STATISTICIAN, SMALLER WAR PLANTS CORPORATION, DALLAS, TEXAS; AND CHIEF, FACILITIES UNIT, WAR PRODUCTION BOARD, OKLAHOMA CITY. AT THE PRESENT TIME, HE IS THE CENTER'S FORMS MANAGEMENT OFFICER AND RECORDS LIAISON OFFICER; ASSISTANT EDITOR OF THE BEACON; SUPPLY DIVISION REPRESENTATIVE FOR THE AERONAUTICAL CENTER MOVIE; AND A MEMBER OF THE INTERAGENCY RECORDS ADMINISTRATION CONFERENCE.



