

# BEACON

JUNE, 1962

FEDERAL AVIATION AGENCY  
OKLAHOMA CITY  
Aeronautical Center





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Clarice Hunt.....AF-930	Charles Brill.....Association

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Cover highlights recreational flying. Charles Smith is the artist who designed this month's cover.

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Inside back cover shows scenic Southwestern Oklahoma as seen from Remote Center Air Ground Facility (RCAG) near Hobart.

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The Bob Tinneman cartoon of Harry and the Co-Pilots — back of cover — is a boost for the Flight Service Stations across the nation.

## LOOKING AHEAD

Vacation time is upon us — the time of the year when the fishing, swimming and water-skiing fever reaches a new pitch.

Many people now use aircraft to get to and from their favorite vacation spot. Lodges in the Oklahoma area now are equipped with landing strips and tie-down facilities . . . or mooring facilities when a near-by lake is usable.

The cover uses Sequoyah State Lodge in Eastern Oklahoma as a model. Sequoyah does have an all-weather landing strip and mooring facilities for seaplanes.

Of note is the Oklahoma Turnpike Authority's stamp of approval for a landing strip near Chickadee. This will provide gas facilities and food facilities for the pilot flying cross-country. To the editor's knowledge this is the first such highway strip planned for the United States.

The back-cover cartoon is a reminder to all pilots that FSS is in 24-hour operation across the nation — designed specifically for your service. Use it when you fly.



## POINT OF VIEW

*"Just how lucky can we get?"*

*"Lucky? What do you mean?" we say to each other.*

*"Lucky? — I hear that our program is being really juggled around in the near future."*

*"Lucky? — Golly, don't you know we are being reorganized again? Maybe I'll not even be doing next year at this time what I am doing now. Lucky? Maybe you're lucky but my boss just gave me enough work — with impossible deadlines — to keep me running sixteen hours a day!"*

*"Lucky?! Humph!"*

*Well, if we have a problem — if we feel harried, hurried and harrassed — maybe it's partly our point of view.*

*All of the great religions of the World stress to the individual the importance of a bit of quiet reflection now and then. May I invite you to reflect with me just a minute or two? Let's not be "Pollyannaish." That's as bad as being negative in my book. But maybe an occasional "counting our blessings" is in order in these days of rapidly developing change.*

*Aviation is a frontier science. Aviation is one of the significant developments of modern times which is having a tremendous impact on the modern World's economic, social and political development. And you and I are integral parts of this exciting and important adventure and development. Oklahoma City has become one of the real centers of civilian governmental aviation activities in the World. Here the Federal Aviation Agency has located several of its important "doing activities," each of which has high significance in the modern aviation world, both from a civilian and a military standpoint.*

*And every one of us, whether engaged in supplying parts and materiel needed to maintain the navigational systems of the United States and its allies, or maintaining the Agency's fleet of important and complicated aircraft, or conducting research on civil aeromedical problems, or training personnel in the wide variety of activities engaged in by the Agency, or conducting high altitude inspections of navigational aids, or providing administrative, technical, custodial or other support to activities such as these —all of us— are important in this exciting and rapidly changing operation.*



*Yes—we know we get frequent program changes, frequent organization realignments—seemingly impossible work loads and deadlines. Now I am not saying that we should, or can all agree that these changes are good or necessary. However—are they not inherently a reflection in some measure of this aviation business in which we find ourselves.*

*Jet transportation became a way of life in just the last few years. Navigational aids and traffic control systems necessary to cope with the problem of aircraft speeds and volumes of traffic in this jet age are being developed and put into place as fast as the technological and economic resources of the country will permit. And we here in the Federal Aviation Agency in Oklahoma City are in the kinds of activities which feel the impact of their development from their very inception. Hence—program changes, functional realignments, impossible deadlines, etc., etc.*

*We human beings like to feel that what we are doing is important. We like to feel needed. I believe each of us are blessed in being associated in a work which is of high significance to this wonderful country of ours and to our way of life.*

*And on top of this, we are blessed with living in a community which is typically American—where it is possible without too great effort to find the kind of atmosphere in which we want to raise our kids. And we work in an atmosphere where there is tangible evidence that management and the community are interested in providing good working conditions and facilities.*

*And do you know what?—I know that practically everyone else here feels the same way about these things when we stop to count our blessings. And that is why this is a place where I like to hang up my hat, roll up my sleeves and go to work!*

ENAR B. OLSON  
DIRECTOR,  
FAA ACADEMY



William J. Schulte

General Aviation pilots have a new friend in Washington. He is an Oklahoma oilman and rancher and pilot. William J. Schulte recently assumed the post of special assistant to Federal Aviation Agency Administrator, N. E. Halaby. Schulte will concentrate on problems within the general aviation field.

The 52-year old pilot, who used a plane in all of his business operations, says he took up flying because it was a challenge. It's more than a hobby — something I couldn't get along without in my business operations. Schulte has a commercial pilot's license and about 3-thousand hours logged.

He recalls learning to fly in a Curtis pusher way back in 1933 at what is now Will Rogers Field in Oklahoma City. He remembers flying the Wiley Post plane quite a bit and since that time has flown nearly every single-engine and small twin-engine plane on the market.

Schulte saw service during World War II with the Navy; saw service in both the Atlantic and Pacific. He was the only flight deck officer in the Navy who was not a Navy Flyer.

Schulte is a member of the International Flying Farmers and Silver Wings.

About his new position, the Oklahoman says he sees it as one means of giving general aviation a spokesman within the Agency. One of his pet projects is bearing fruit in the Oklahoma area. Recently the Turnpike Authority, ready now to construct a new turnpike southwest from Oklahoma City to the Texas state line, announced the building of a paved strip alongside the turnpike near the city of Chickasha. The strip could be used by the light plane pilot who wants to drop down, gas the plane and have lunch before taking off again.

Schulte says this is the kind of airstrip — easily and cheaply constructed — that could be used anywhere in the nation.

If this strip proves to be the success it seems to become, others may be constructed along other major highways and turnpikes in the state.

This would certainly not be a deterrent to the use of airports in small towns across the state and nation. They would be built, for the most part, in the "great outdoors" area along the turnpike routes. It's a built-in safety factor for the light plane pilot.

#### LEGISLATIVE ACTION ON FRINGE BENEFITS BILLS WILL AWAIT DISPOSITION OF PAY MEASURE

Both the House and Senate Civil Service Committees are expected to devote most of their time this session to pay raises. In addition, the Senate group is also expected to deal with postal rate increases already passed by the House. Pending fringe benefits legislation for Federal employees such as earlier retirement, increased life insurance, etc. won't be taken up until the pay raise legislation is disposed of. Most observers are agreed that pay raise legislation won't be enacted until about June or July. One fringe benefit bill that is of extreme interest to Federal workers is the one to permit optional retirement on full annuities at age 55, after 30 years service. It was approved by the Senate Civil Service Committee last year. Government employee leaders would like to see this bill enacted. Delayed, also, will be any action on the bill to increase life insurance benefits for employees. This bill, too, was approved by the Senate last year.



## TECHNICAL LIBRARY ESTABLISHED



Mrs. Dorothy Turner

New to the Operating Materiel Branch is the Technical Library, which was established following the transfer of cataloging responsibilities from Washington to the Aeronautical Center in January 1962. Due to the projected conversion to the Federal Stock Number System from the National Supply Catalog System now in use by the Federal Aviation Agency, it was necessary to establish a library which will provide data for Federal Cataloging.

Beginning with a few stock lists and commercial manuals in January 1962, the library has grown to include complete Air Force, Federal and Navy Stock Lists. In the near future, all Army cross-reference indices will be available for reference. Complete sets of Federal Description Patterns and reference drawings are on hand to facilitate cataloging. Aircraft manuals, technical orders, Military and Federal Specifications and Standards are among the reference data used not only by catalogers, but

technicians, analysts and equipment specialists. Manufacturers' drawings, commercial publications and technical manuals are other valuable aids also available for identifying items necessary in the expeditious processing of requisitions from field facilities.

The Federal Cataloging Program which has brought the necessity for extensive research material, was first established by the 1947 Unification Act. As it became clear that the prime need in supply was for a common language of supply for use throughout the entire military supply system and with suppliers in industry, the program was initiated. This new "language" is in the form of Item identification Numbers, Supply Classification, Item Names, Item Descriptions, Illustrations. USAF conversion from Air Force stock numbers to Federal Stock Numbers was accomplished in 1958. The FAA target date for conversion from National Supply Catalog numbers to Federal Stock Numbers is 1962.

Along with providing research material for use by the Operating Material Branch, other responsibilities have been assumed by library personnel. Updating and distribution of National Supply Catalogs to Regional and Field Facilities is now being accomplished by the Publications Unit, of which the library is a part. More than twenty cross-references on equipment have been published to enable field technicians to more readily identify by National Supply Catalog number the spare parts required in their operation.

Spearheading the establishment of the Technical Library has been Mrs. Dorothy Turner who came to the Aeronautical Center in November 1961, from Memphis Tennessee. A graduate of Drury College, Springfield, Missouri, she spent three years as Supply Inspector, four years as Supply Requirements Officer procuring manuals and other technical publications, and four years in the Publications Section of Cataloging during the period of Air Force conversion to the Federal Cataloging Program. She also served two and one-half years with the WAC in Communication, Supply and IBM Operations. Mrs. Turner resides in Tecumseh with her husband, Charles, who is pastor of the Cumberland Presbyterian Church, and is attending the University of Oklahoma, working toward a PhD in Clinical Psychology.

## UTILIZATION OF THE "TEAM" CONCEPT IN CONTRACT NEGOTIATION

The use of technical personnel to assist buyers in making an "economical" purchase, from a quality standpoint, is not a new approach by any stretch of the imagination. This concept is used every day, both in Government and private industry. There is no question as to the assets that can be gained in the use of a technical team during contract negotiation. However, there is a question, as to the assets that can be gained, in *how* and *when* a technical team should be utilized. To be more specific, some of the questions raised in the use of a technical team in contract negotiation are:

1. When should a technical team be used?
2. How many members should compose the team?
3. How are the members selected?
4. What is each member's job on the team?
5. What does the team contribute during the complete negotiation process?

We hope to answer these and other questions that may arise, during our discourse on this subject, by giving you the highlights of a recently negotiated contract using this concept.

The team members were selected from the standpoint of what each could personally contribute, their availability, their prior responsibilities in the requirement program, and the eventual responsibilities that they would inherit, after the execution of the contract.

The number of members derived from some of the above factors and the characteristics of the Government's requirement.

The Government's requirement was for the lease/purchase of two (2) each DC-6's or DC-7's with the supporting parts. These aircraft were to be used, primarily, in the training of Air Carrier Operations Specialists.

Of approximately forty-three (43) suppliers solicited, only four (4) responded with acceptable proposals.

The type of aircraft described in the Government's requirement, DC-6's and DC-7's, are no longer manufactured and were available only as "used" aircraft.

The decision to negotiate was made from the necessity that technical discussions and evaluations were required for a full understanding of the nature and the function of the items being bought. This is particularly important, when the item is "used," in that seldom are definitive specifications available. Added to this, was the fact that the FAA wanted to obtain the safest aircraft possible, in relation to the available amount of money.

After establishing specific factors to formulate a technical evaluation that would be fair to all offerors, a team of FAA technicians, each an expert in his field, was selected to accompany the Contract Negotiator to assist in determining the quality of each aircraft and support parts being offered.

The team personnel consisted of the following: W. J. Thielen, PT-956.6; H. F. Donceel, AF-940; H. J. Barnett, AF-940; Herman Cleaton, AF-992; Harold R. Maloy, AF-929; Dudley J. Bell, AF-929; Ted F. DeWitte, AF-958; Wayne Sprague, PT-956; Buddy A. Adamson, AF-958; and Adrian P. Hart, AF-998.

On April 2, 1962, we arrived at Northwest Airlines and were greeted by their Mr. M. T. McCluskey, Flight Equipment Contract Administrator. We inspected and had demonstration flights in two (2) excellent DC-6B aircraft. We had the opportunity to see Northwest Airline's well-kept and complete overhaul facility; one of the best in the industry.

After completing our successful visit, we departed April 3rd for New York. We inspected several aircraft belonging to American Airlines. Most of our inspections and flight demonstrations were made at night due to the aircraft being used on commercial schedules. Our point of contact, for our visit with American Airlines, was Mr. Allan Barrie, Director of Sales.

Enroute to San Francisco to visit Aaxico Aircraft Company, we stopped overnight at Dallas, Texas, to inspect three other aircraft offered by American Airlines. By this time the late hours of work, the filling-out of mountainous piles, or so it seemed, of evaluation reports had begun to take its toll. Note the following picture, taken at Amon-Carter Field.





From the left, Harold Maloy, AF-929; W. J. Thielen, PT-956.6; Captain Dozier, Line Check Pilot for American Airlines; and Wayne Sprague, PT-956.

After departing Dallas, we arrived at Oakland Airport, across the bay from Frisco, on April 9, 1962. We visited Aaxico Airline's local offices and talked with Mr. Joseph A. Young, Vice-President, Operations-Maintenance. We enjoyed a demonstration flight on one of their sleek DC6A aircraft.

From San Francisco, we journeyed to Cheyenne, via Denver, arriving in cold, snowy weather. By morning the sun shone, the crisp air crackled, and we were off to visit Mr. Donald B. Talmage, Vice-President, Technical Operations for General Aircraft, who had aircraft to offer, located at Land-Aire Corporation. After viewing the aircraft and discussing fully Mr. Talmage's proposal, we departed for Denver, via "Drive it Yourself" automobile. Reason being we were all suffering from "air" fatigue. Our ground pilots were Mr. Donceel and Mr. Barnett, AF-940. We "landed" successfully in Denver and became factually, again, air-borne, for Tulsa. There we inspected the two remaining aircraft offered by American Airlines, and were shown their fine facility.

Over the following two days, the team evaluated the individual reports, applied the criteria previously established and arrived at an Overall Rating for each offeror. The Overall Rating disclosed that the proposal offering the best potential, for the Government's requirement, was American Airline's proposal for DC-7B aircraft.

We then prepared to enter into final negotiation with this Company to try to arrive at

a fair and reasonable price. In preparation, Harry Donceel initiated a specific list of contractor-furnished parts for DC-7B aircraft, priced each of some 300 items, and arrived at a total price. Floyd Peavler, Chief of Audit Service Staff, and Howard Schaer, his able assistant, had begun work on the cost breakdown previously submitted by American Airlines. Howard Barnett, who had coordinated the activity of the technical team, assembled the needed technical data. Owen Birnbaum, FAA General Counsel's Office, was on hand to give legal assistance.

When we sat at the table with American Airlines for final negotiation, the Government's team consisted of Floyd Peavler, AC-125, Howard Schaer, AC-125, Howard Barnett, AF-940, Harry Donceel, AF-940, Herman Cleaton, AF-992, and Adrian Hart, AF-998. The technical evaluation had been successfully completed. The Contract Negotiator was now prepared with technical facts, pricing facts, technical personnel available for immediate advice and consultation, and had complete assets to deal effectively with the seller.

#### The general results:

1. We contracted to lease/purchase two excellent DC-7B aircraft. (We feel that we have given our airmen safe aircraft.)
2. The lease payments accrue, as the Government's equity, in the event we exercise our option to purchase the aircraft.
3. We will have adequate contractor furnished parts to support such aircraft.
4. We negotiated a fair price, item-wise, as well as total, should we exercise our option to purchase the inventory.
5. We negotiated the hourly lease rates from \$197.00 per hour to \$181.00 per hour. We also negotiated the original asking purchase price from \$383,000.00 per aircraft, to \$354,000.00 per aircraft.
6. We obtained other concessions, such as contractor painting the aircraft with the FAA paint scheme, at no additional cost. On page 7 is a DC-7B aircraft the Government contracted to lease/purchase.



American DC-7

The Government was of the opinion that it had obtained a fair deal; the Contractor expressed the same opinion for his side. When both sides, in a negotiation, are satisfied, usually, you can say the negotiation was successful.

Our success stemmed from the desire of a technical team to do the best job possible, in the interest of the FAA. The individual contribution of each team member was based on this premise. Given a definitive and realistic objective; given appropriate, although broad guidelines to achieve this objective, the sincerity, desire, and hard work expressed, individually and by groups, disclosed, unreservedly, that proper utilization of a technical team in Contract Negotiation can be rewarding to the Government.

#### COMMUNICATE

*When you mumble or careless write—  
Tis on thin ice you skate.*

*The other fellow must unravel, if he can,  
Your failure to elucidate.*

*Think it out — say it well,  
Make your thoughts get through.*

*By halfway saying things —  
Folks think ill of you.*

*To make your problems small and  
Misunderstanding abate,*

*Think of what you say or do —  
Make an effort to Communicate.*

WARREN THOMPSON  
AF-948.3

#### JUST FOR TODAY

Just for today I will try to live through this day only, and not tackle my whole life's problem at once. I can do something for 12 hours that would appall me if I felt that I had to face the same situation for a lifetime.

Just for today, I will be happy. This assumes to be true what Abraham Lincoln said, "Most folks are about as happy as they make up their minds to be."

Just for today, I will adjust myself to my mind. I will study. I will not be a mental loafer. I will read something which requires effort, thought, and concentration.

Just for today, I will exercise my soul in three ways: I will do somebody a good turn and not get found out. I will not show anyone that my feelings are hurt; they may be hurt, but I will not show it.

Just for today, I will be agreeable. I will look as well as I can, dress becomingly, talk low, act courteously, criticize not one bit, not find fault with anything, and not try to improve or regulate anybody except myself.

Just for today, I will have a program. I may not follow it exactly, but I will have it. I will save myself from two pests:

Hurry and Indecision.

Just for today, I will have a quiet time all to myself and relax. During this short period I will try quietly to get a better perspective of me and my life.

Just for today, I will be unafraid. Especially, I will not be afraid to enjoy what is beautiful, and to believe that as I give to the world, so the world will give to me.

#### NEW HIGH RECORD OF HEALTH INSURANCE COVERAGE FOR FEDERAL EMPLOYEES AND DEPENDENTS

Nearly 5.8 million Federal employees and their dependents now have health insurance coverage with the Government employee health insurance program, a new high record. Over 96,000 employees who originally declined to participate in the program enrolled in the health insurance system during the "open season" last October. Less than 4% of all eligible employees now fail to carry some form of the insurance.



## AF Depot — Maintenance Engineering Conference March 27-29, 1962



Left to Right: Top — Paul Coby, Fred Uridil, L. B. Haggard, O. A. Nash, Louis Wolfe, Wm. Godfrey, Robert Gilroy, H. A. McClanahan, R. W. Pulling, Norman Thompson, Wm. Coburn, G. C. Brockman, Ralph Rea, T. W. Collin; Center — Wm. Ulfers, Kirk Barry, C. T. Roper, Bob Miller, H. E. Taylor, Warren Sharp, J. C. Creager, John Hanlon, Ed Hyman, N. F. Barritt, J. M. Coolson, T. J. Edwards, Raymond Haston, Ellard Foster, R. F. Frakes, Chas. Hannan, Henry Shaw, Ralph Gamel, Chas. Mueller, John McGiverin; Bottom — K. F. Hager, H. D. Bushman, Bob Goggin, Ray Bryan, Rex Merilatt, C. I. Carpenter, E. G. Fisher, Wm. Boesch, Glen Allen, C. J. Gunn, E. Gayle, Walter Shedlowe, J. G. Melville, Jack Teunisson.

### EMPLOYEE PROTECTION FROM MOTOR VEHICLE ACCIDENTS

The following Department of Justice Order No. 254-61 concerns the regulations governing the defense of suits against federal employees arising out of their operation of Motor Vehicles.

Since the Department of Justice has the responsibility of determining whether a Government driver involved in an accident was acting within the scope of his Federal employment at the time of an accident, employees should

bear in mind that the Justice Department will need more than the driver's statement that he was acting within the scope of his employment. Supervisors may be requested to furnish factual information bearing upon the nature of the driver's duties, his authorized destination, the conveyance authorized, whether he had departed from the route authorized or disobeyed the instructions given him, whether he was engaged in the furtherance of his own personal interest in some way, and any other relevant data.

## AIRCRAFT FIELD SERVICE REPRESENTATIVES

With the ever increasing technical and complex systems and components in our modern aircraft, it is now of dire necessity that we have field service representatives to help us with our every day problems of the various types of aircraft and associated equipment. Full time representatives located at the Aeronautical Center are pictured below with comments in regard to each to follow.



Warren E. Saul  
Allison Engines

**Mr. Warren E. Saul** represents the Allison Division, General Motors Corporation, Indianapolis, Indiana. Mr. Saul came to the Aeronautical Center in February 1961 and is the service representative on the 501D-13 and the 501D-13D engines which are used on the Lockheed Electra L-188 and the Allison prop-jet Convairs.



Ernest L. Corbeil  
Lockheed Aircraft

**Mr. Ernest L. Corbeil** represents the Lockheed California Company, Burbank, California. Mr. Corbeil came to the Aeronautical Center in February 1961 and is the service representative on the Lockheed Electra, L-188, the Lockheed Constellation 749 and the TV-2's.

**Mr. John T. Turner** represents the Pratt and Whitney Aircraft Company, East Hartford, Connecticut. Mr. Turner came to the Aeronautical Center in May 1961 and is the service representative on the JT 3C-7 Pratt and Whitney engines for the Boeing 720, on the J57-P59W engines on the C-135's and other Pratt and Whitney equipment used on DC-3's T-29's, C-18S's, and the DC-6's.

**Mr. Charles K. Gaughan** represents the Martin Marietta Corporation, Baltimore, Maryland. Mr. Gaughan came to the Aeronautical Center in November 1957 and is the service representative on the Martin RB-57A aircraft.





John T. Turner  
Pratt and Whitney



Robert H. Detwiler  
Convair Aircraft



Charles K. Gaughan  
Martin Aircraft



William T. Stevens  
General Electric

*Mr. Robert H. Detwiler* represents General Dynamics/Convair of San Diego, California. Mr. Detwiler came to the Aeronautical Center in October 1957 and is the service representative on the Convair 880, the Convair 440 and the T-29 types of aircraft.



Milton E. Shaw  
Boeing Aircraft

*Mr. William T. Stevens* represents the General Electric Company, Cincinnati, Ohio. Mr. Stevens came to the Aeronautical Center in September 1961 and is the service representative on the CF-805-3B engines used in the Convair 880 Aircraft. He also represents the company on any other General Electric equipment utilized on other types of aircraft.

*Mr. Milton E. Shaw* represents the Boeing Aircraft Company, Renton, Washington. Mr. Shaw came to the Aeronautical Center in May 1961 and is the service representative on the Boeing 720 and the C-135 types of aircraft.

## ARCHITECT I. M. PEI TO DEVELOP DESIGN FOR CONTROL TOWERS

Future air traffic control towers will be designed specifically and distinctively to meet Federal Aviation Agency requirements under a commission to the architectural firm of I. M. Pei and Associates.

The New York firm will develop a standard free-standing tower design which will provide the most efficient and economical layout for air traffic control activities. The design will be distinctive, clearly identifying the tower as an FAA structure.

The new tower will provide controllers with the best possible working environment, a substantial improvement over many present tower conditions. It also will accommodate the technological advances planned to help controllers cope more effectively with steadily increasing air traffic. The tower site will be selected to provide maximum visibility.

I. M. Pei and Associates was chosen by Administrator N. E. Halaby. The firm was recommended by the FAA's Design Advisory Committee following interviews with a group of well qualified architects.

This prototype design will serve as the model for the proposed construction of 70 FAA towers over the next three fiscal years. They are to cost from \$200,000 to \$550,000 each, depending on the size and type of airport and the height of the tower cab, which varies from 50 to 150 feet. The Agency has asked Congress for funds to launch this construction program in Fiscal 1963.

These new towers would replace some out-moded facilities now located in airport terminal buildings and also are to be built at newly qualified airports. They will be constructed entirely with Federal funds.

The design is to provide for easy access between the control cab and associated operations, equipment and administrative areas. Access to the cab would be by elevator and stairs. Provision also is to be made for easy and economical expansion if necessary to increase personnel and equipment.





FAA CHORAL-AIRES: Back Row—Dean Anderson, AF-990; Ray Payne, AF-987; Jim Walton, AC-112; R. D. Redic, PT-920; Dwight Moffatt, AC-192; John Ott, PT-975; Bert Pickett, PT-970; Jack Blethrow, CARI; Reuben Jackson, AF-974; Jack Saum, PT-935; J. B. Dreadfulwater, AC-144; Second Row—Harriet Marshall, AC-141; Ella Hampton, AF-976; Elaine Beebe, AF-972; Millie Banister, AF-974; Mary Hardaway, AF-984; Tomi Stefanos, AF-972; Terry Coffee, AF-999; Third Row—Mary Ohler, AC-190; Susie Bayne, PT-935; Jean Betts, AF-910; Pat Hathaway, PT-970; Norma Bell, AF-972; Betty Eder, PT-935; Jane Fanning, AF-972; Grace Clark, AC-124; John Steele, PT-975. Not Shown—Mike Sanchez, AC-195; Jack Eckhardt, AF-980; Anita Brockman, Trude Steele, Jan Wharam, wives of FAA employees; Daisy Dovell, AC-119; Betty Hyde, PT-942; Sherry Cox, PT-930; June Donceel, PT-950; Barbara Stehr, PT-944.

The Choral-Aires presented the first Easter Cantata "THE ATONEMENT", to be held at the Aeronautical Center for the benefit of employees, families, and friends. Solos were excellently done by Dwight Moffatt, Tenor, and J. B. Dreadfulwater, Baritone — "THE LAST SUPPER"; Suzanne Bayne, Soprano, and J. B. Dreadfulwater — "GETHSEMANE"; Jean Betts, Soprano — "MAN OF SORROW"; Dean Anderson, Tenor — "THE CONDEMNATION"; Betty Eder, Alto, and John Steele, Tenor — "SON OF

GOD"; Pat Hathaway, Soprano, and Jim Walton, Tenor — "RISE UP, YE FIRSTFRUIT"; and J. B. Dreadfulwater — "THE GREAT COMMISSION". Piano Solo by Mary Ohler. An Easter Program was also presented by the group over Tom Paxton's Television show, Tuesday, April 17. After a short summer vacation, John Steele, the Director, will start the group rehearsing on the program for the dedication of the CARI building in November.

## AIRCRAFT DIVISION RADEF READY

The aircraft was thought to be "hot." We did not know how or why; the pilot did not say. The jet had landed at Will Rogers and taxied immediately to the ramp opposite Hangar 10, whereupon the crew left the plane. Shortly thereafter, the Aircraft Division Radef Team was notified of the "hot" plane. For a while, rumors were running wild. Some said the Russians had fired a missile at San Francisco. Others said an "atomic accident" had occurred in Nevada. Still others said the plane was carrying atomic material that leaked out of the container. It was known that when the jet braked to a stop, the crew left at a run without baggage and were immediately placed in isolation.

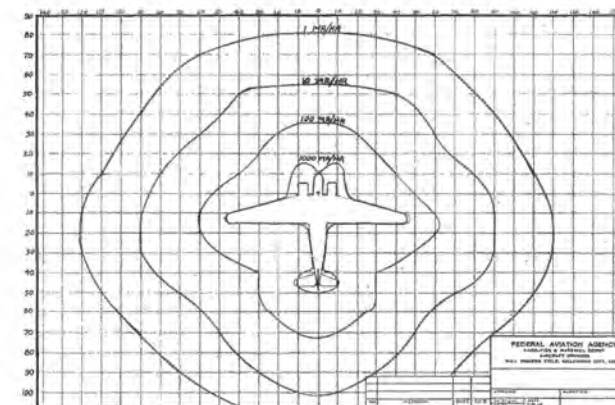
THIS DID NOT HAPPEN, BUT IT COULD HAPPEN. An enemy attack could provoke a similar or more critical situation. The Aeronautical Center is well prepared to cope with similar incidents, or more precisely, with direct atomic attack. Through the last several months, the Center has been training radiation detection monitors and meter readers and now these are organized into teams who have been quietly having regular drills. Civil Defense has well supplied us with equipment. The Atomic Energy Commission has supplied us with capsules of radioactive cobalt which is stored in a radiation-proof vault at the Center. This is used in calibration of detection equipment and for practice drills.

The possibility of a "hot" plane was in the mind of Willis Pannell, AF-944, Chief Monitor of the Aircraft Division of the Depot. Last Thursday morning he placed some of the "hot" material about a DC-3 which is stored near Hangar 10. At 9:00 a.m. he called eight members of the Aircraft Division Radef Team. By 9:30 the team had collected their instruments and were on the way to the airplane. Approaching the plane, they heard the clicking in their headsets and the meters of the geiger counters began to indicate the presence of radioactivity. Proceeding around the plane, the meter readers measured the distance from various parts which gave a certain predetermined reading.



Left to Right—R. E. Thompson AF-945, Ben Tankersley AF-945

After gathering the readings, the team returned to the office where the monitors correlated the findings and plotted the "isodose" curves of radiation intensity on specially prepared graph paper as shown.







From Left to Right: Standing—John Nelson AF-950, George Palmer AF-940, Albert Walden AF-944, Harvey Roach AF-987.44, R. E. Thompson AF-945, Ben Tankersley AF-945, George Torres AF-959, Billy R. Turnbow AF-957. From Left to Right: Front Row—John E. L. Williams AF-943, Lewis Johnson AF-943, C. M. Davis AF-943, C. M. McGugin AF-934, W. M. Pannell AF-944, Blanton Jones AF-945.

If this had been a genuine emergency, it would have been possible to calculate the amount of radiation the crew had received and the length of time maintenance crews would have to wait before they could enter the plane. This is done by making a second reading a few hours later, the nusing standard "decay factors." The time which would elapse before the radiation would fall to a safe level can be quite accurately predicted.

The Aircraft Division Radiological Survey Group has increased in number from six monitors a year ago to seven monitors and 14 meter readers at present.

The four radiation detection teams provide coverage during two shifts through the week and for at least one shift during weekends. They stay in practice by staging a drill each month, which usually is accomplished by making an aircraft temporarily radioactive to simulate actual conditions. Several of the monitors carry dosimeters while on duty to detect any unsuspected radiation if it should appear in the area.

The Aeronautical Center is rapidly approaching the goal of Civil Defense set by President Kennedy and Mr. Halaby. Mr. William Bond is chief coordinator for the Center, Gaylord Younghein for the Depot, and Kenneth E. Sala for the Aircraft Division.

## FIRST FAA CORRESPONDENCE PREPARATION COURSE

Milestones usually rate a picture. The above picture is of the first class titled "FAA Correspondence Preparation" which has been offered at the Aeronautical Center. The need for such a course has long been recognized and we are particularly pleased at finally being able to move into the area of clerical training. This course will be offered periodically and we plan to add to the list of clerical courses in the future. Mr. Olson, Director, FAA Academy (front row right), had the honor of presenting certificates to the class. Mr. Myers, Chief, Training Branch, (front center) made the picture by being at the right place at the right time. The other male, left is Bill Edwards, Mail room.



Top to Bottom: Left to Right—Darlene Steele, Willedra Beard, Maurine Peaden, Thelma Bennett, Frances Chase, Doris Nichols, Edna Clabby, Bunnie McCool, Eddith Hester, Martha Brill, Maryann Mohr, Freida Ditto, Mae Davis, B. J. Edwards, Russ Myers, E. B. Olson.

## JOINT FUND-RAISING CAMPAIGN

The results of the 1962 joint fund-raising campaign for the National Health Agencies and the Federal Service Joint Crusade have been received and they are indeed gratifying.

Both the per capita giving to these worthy

programs and the percent of employees participating have shown a steady increase each year. However, the greatest increase occurred in the 1962 campaign. This increase is indicated in the following table:

	NHA		FSJC	
	1961	1962	1961	1962
Total Possible Contributors	3367	3750	3367	3750
Percent Contributing	38	65	25	50
Amount Contributed	\$2,144.82	\$4,027.52	\$1,145.64	\$2,103.24
Per Capita Contribution	\$.64	\$1.07	\$.34	\$1.14
Average Gift of Contributors	\$1.68	\$1.66	\$1.36	\$1.14

The following table shows the per capita giving and total amount contributed in previous years for which records are available:

NHA			FSJC		
Year	Per Capita	Total	Year	Per Capita	Total
1960	.40	1021.96	1960	.19	487.02
1959	.40	813.29	1959	No Record	
1958	.19	256.92	1958	.12	165.28

These figures show an increase in per capita giving to these organizations by employees of the Aeronautical Center and adjacent FAA facilities from \$.31 in 1958 to \$2.21 in 1962. We can be proud of this progress and should make every effort to better our record in future campaigns.

Royal Netherlands Air Force Officers during tour of Air Traffic Training Laboratory:

Left to right: Lt. Col. Godefridus J. H. Vullers; Major Guillaume J. G. Verschuere; Lt. Col. Harm Van Weerden; Major Bernardus C. Ruys and Major Robert W. M. Palm, with Air Traffic Training Instructor Harry Peters illustrating strip marking in the Air Traffic Training Laboratory.





## 19 FROM 10 NATIONS GET HOSPITALITY

Nineteen men from ten countries, sponsored by the Agency for International Development to receive training at the Federal Aviation Agency Aeronautical Center, Oklahoma City, were the recipients of real "grass roots" hospitality the first weekend in May.

Darwin Maurer, FAA International Liaison Officer, Oklahoma City, had long hoped for such a trip for the international students at the Aeronautical Center. This project received the impetus needed when in March of this year a Center student from Argentina visited Greer County, Oklahoma with a busload of Oklahoma Citizens. As a result of his enthusiasm about the warm hospitality of the people in this Southwest Oklahoma community and the equal enthusiasm of the families there in meeting and entertaining more people from other countries, Maurer and Mr. William Gill, Sr., Manager of the Mangum Chamber of Commerce, began arrangements for the trip of May 5 and 6.

The Mangum Business and Professional Women's Club provided the organization necessary in securing the volunteer host families. Some of them were business and professional people living in the county seat town of Mangum, while several were farmers and ranchers living in surrounding communities of Greer County.



Mahmood Akbarzadeh, Iran, and unidentified friend at farm home of his Mangum host family, Mr. and Mrs. Hoover Staggs.

The 19 men arrived in Mangum by bus about noon Saturday and left with much reluctance on Sunday evening. They were entertained in a normal pattern of everyday life in the homes of their hosts. Some went horseback riding for the first time, others had their first ride on a tractor, several attended a Sunday afternoon "jackpot" rodeo. Two of the students were taken to nearby Wichita Falls, Texas on Saturday afternoon where the family bought farm animals at a cattle auction. Picnics, sight-seeing tours, boat rides on nearby Lake Altus, church services and family conversational gatherings all contributed to a memorable weekend.



Left to Right—Ha Hau Thanh, Vietnam, Shaikh Sarwar, Pakistan.

The participants have been extremely enthusiastic about this weekend and have assured Maurer that they are ready for another—anytime he can arrange it. Their enthusiasm is shared by the Mangum hosts who have sent word to Mr. Maurer to send them a group again. As one mother there put it, "It was the nicest thing that has ever happened to our family as a group."

...

"When two people are under the influence of the most violent, most insane, most delusive, and most transient of passions, they are required to swear that they will remain in that excited, abnormal and exhausting condition continuously until death do them part." *"Getting Married"* — George Bernard Shaw.

## SAFETY BULLETIN Aircraft Division Vacation Safety Tips

Accidents never take a vacation. In fact the accident rate turns up sharply during the vacation months.

There is no good time to have an accident. But an accident on a vacation is especially bad. Even a relatively minor mishap upsets vacation plans, wastes precious vacation days, uses up always scarce vacation money. And the results can be long lasting. A man's vacation should boost his morale, make him a better, more efficient worker when he comes back to his job. Not so when he, or a member of his family, has had a vacation time accident. He may come back to work late, beset with worries and his morale low. Let us hope this is not your unfortunate vacation year. Observe the following safety tips and your chances for an accident are very materially reduced.

Check up before you start up. Brakes, tires, lights, steering should be in top condition.

Load the car so you don't block rear vision. Follow safety rules with trailers. Remember, a loaded car takes longer to stop, more room to pass.

How about seat belts? They give life-saving protection. They also make trips less tiring.

Inattention causes accident. Pull off the road and stop to read maps and look at scenery. Obey signs — your best safeguard in unfamiliar territory.

Start early, stop early. Night driving is far more hazardous. Besides an early stop gives a better choice of accommodations.

When the fun begins keep it safe. Boats float, so hang on if you swamp. Better yet, avoid emergencies — don't overload, stand up or shift the balance.

Life jackets for kids and belts for skiers are a must. So are buoyant boat cushions for adult occupants.

Don't be a hot-rodder! Throttle down near swimmers and other boats. Keep a sharp lookout ahead.

Never swim alone. Fair swimmers sometime get into more trouble than non-swimmers because they over estimate their stamina, get too far away from help.

Make this a "NO VACATION FROM SAFETY" year for you and your family.

## FLIGHT INSPECTION BRANCH HOSTS TURKISH AIRFORCE OFFICERS



On March 15, 1962, the Flight Inspection Branch of Flight Standards Training Division hosted a group of Turkish Air Force Officers and their Tinker Air Force Base escorts. Shown in the accompanying photograph made in the Flight Inspection Lab, are left to right: Mr. Dean Ojakli, Philco Technical Representative, Central GEEIA Region, Tinker AFB (Interpreter); Norman C. Heidger, Chief, Flight Check Operations Section, PT-954.1; Major Cengiz Dedeagac, Commander, Air Communications Battalion, Turkish Air Force; Captain Stephen V. Painter, Jr., Chief, Individual Training Division, Headquarters Continental Systems Region, Tinker AFB; Major Vedat Altinok, Communications Officer, Communications and Electronics Directorate, Turkish Air Force; Mr. Dick Alexander, Training Instructor, Directorate of Maintenance, Headquarters Oklahoma Air Material Area, Tinker AFB; and Major Kemalletin Ildiz, Communications Officer, 1st Turkish Air Force, Ankara, Turkey.



## RULES FOR SPORT PARACHUTISTS PROPOSED BY FAA

Rules to provide greater safety for sport parachuting, or "sky diving," have been proposed by the Federal Aviation Agency. In general, they follow the recommendations suggested by FAA Administrator N. E. Halaby after completing his first parachute jump at Orange, Massachusetts, last July. Halaby made the jump to familiarize himself with the sport and its safety problems.

"Sport parachuting has enjoyed a tremendous increase in popularity during the past five years and new rules are necessary to assure the future growth occurs under proper conditions," Halaby said.

In 1956, there were only about 238 sport parachute jumps in this country. Four years later, they had increased to an estimated 60,000 and resulted in some casualties.

The proposed rules would make parachutists, as well as pilots, responsible under the Civil Air Regulations for the safe conduct of non-emergency jumps. Presently only pilots of aircraft which drop the parachutists are covered by the regulations.

The rules also would apply to military pilots and parachutists in some instances. For example, they would cover jumps made by members of the armed forces at civil airports, but not those made at most military facilities. They also would not apply to military parachute equipment when used by armed forces personnel.

Non-emergency jumps over congested areas and open-air assemblies would continue to be prohibited except when authorized by the FAA. Only experienced jumpers would be permitted to jump in these areas, and only under controlled conditions.

Jumps at airports with FAA control towers would require authorization from the tower. Those made in other controlled airspace, such as the Federal airways, would require authorization from the appropriate air traffic control facility.

Persons making night jumps would be required to have a means for producing a light visible for at least three miles. This would include reflecting-type lights, as well as those which can be seen from any direction.

Visibility requirements for jumps would be five miles in continental control areas and three miles elsewhere. Jumps through clouds would be prohibited, since they could be a hazard to aircraft flying below or through the clouds.

Parachutists would be permitted, as they now are, to pack their own main chute, but the auxiliary chute still would have to be packed by a certified rigger. All chutes would be required to have been packed within 60 days of their use.

## ARGENTINE DEVELOPMENT CENTER



The picture was taken at the Aeronautical Training and Development Center, Buenos Aires, Argentina, during a recent visit there by Mr. Raymond B. Maloy, Director, International Aviation Service, FAA.

Mr. Maloy is fourth from the left, back row. Standing to his right is a well known person at the Aeronautical Center, Robert W. Brown, Jr. Bob was, until a very short time ago, Chief of the Radar Branch, Aviation Facilities Training Division. He is now an Electronics Engineer with the Civil Aviation Assistance Group, Buenos Aires.

Others in the picture are, front row: Patricio R. Delany, Eric Weiss and Juan Varano; back row: Roberto Sanz, Emilio C. Smith, Huberto Coluccio and Phillippe Johnson. These men are Argentine Nationals who are on the Staff of the Aeronautical Training and Development Center, Buenos Aires, and all but one have attended classes at the FAA Academy, Aeronautical Center.

## ATM RECEIVES HIGH SPEED TYPEWRITER

The very latest in office equipment has recently been purchased by the Air Traffic Training Division. — Two of International Business Machines' revolutionary SELECTRIC typewriters. Almost everyone has heard of the SELECTRIC, but almost no one believes it even after seeing it.

The typewriter is carriage-less, key-less and will operate at a speed of 240 plus words per minute, we are told. The typing element consists of a globe-shaped metal piece mounted on a moving unit, which glides across the page in lieu of the carriage returning the paper to typing position as with ordinary typewriters. The typing element is removed by a "push-pull, click-click" operation for easy brush-cleaning and for changing the typeface. Varying the typeface on the machine really is the most unique development of all. Four different styles of type are available for accentuating headings and important paragraphs or for making letters and bulletins more effective. For example, with these machines material in italics can actually be typed in italics, using the SCRIPT style; instead of underlining for titles of books, etc., the MANIFOLD style type can be used. Variation of ribbon color is just as simple as varying the type. A little switch is thrown, the COMPAC RIBBON CARTRIDGE is lifted up, and the selected replacement ribbon unit is set in its place. Thus, not only does the machine change its typeface in a matter of seconds, it also produces printed work in four different colors, three shades of each. To use IBM's words, "Only with the IBM SELECTRIC, can you select the combination of type style and ribbon color best for each job."

Another feature of this machine is that there is no possibility of "piling on" of type characters, for the obvious reason that no two character positions on the little ball can be in the same place at a given time. The element rotates and twirls faster than the eye as soon as the keyboard is touched. Additionally, the reverse side of a typed page is smooth to the touch, with no raised letters coming through from the front side.

The speed and versatility of this machine are almost incomprehensible and would lead one to believe it to be a terribly expensive typewriter. As a matter of fact, the two machines being used here were purchased for approximately \$50 less than the cost of the previous IBM electric typewriter. The company representative offered as the reason for this the fact that heavy equipment used in making a moving carriage functional is quite expensive, not to mention the expense of the many typing bars employed in the older model.

It's certain that other offices at the Aeronautical Center will be using this new typewriter shortly, but the Air Traffic Training Division is happy to have been the first.

## AC EMPLOYEE WINS ART AWARD



Mary Edlund

Mary Edlund, newly employed in AC-144, won an honorable mention for her oriental watercolor entry, "Chrysanthemums," in the annual Oklahoma Museum of Conservative Art show recently.

Of the 266 entries in the show, 87 paintings are now on display. Mary started painting about three years ago and studied Oriental art for a year while she lived in Korea. The local show was her first entry.

Mary is the wife of Bob Edlund, of PT-944.3.

\* \* \*

Lady of the house: "Lulu, when you wait on the table tonight for my guests, please don't spill anything."

Maid: "Don't worry, Ma'am, I never talk much."



## HOWARD HONORED FOR DISTINGUISHED SERVICE

An award for Distinguished Service was given to the Federal Aviation Agency's first General Counsel, Daggett H. Howard today by Administrator N. E. Halaby.

Howard received the award in recognition of distinguished service in the public interest. After serving the FAA from its inception in 1958, he resigned effective May 1 to become a partner in the Washington law firm of Cox, Langford & Brown.

He played a leading part in drafting the Federal Aviation Act of 1958 and in establishing the new Agency.

Howard began his public service career in 1943. Prior to joining FAA, he served as Deputy General Counsel of the Air Force from 1952 to 1958, and as International Attorney for the Civil Aeronautics Board from 1947 to 1952. He was Executive Assistant to the Special Counsel to the President in 1945, and served as an attorney in the Department of State, Foreign Economic Administration and Lend-Lease Administration.

While with the Air Force, Howard was cited for his work on negotiations for foreign bases and military rights, and was awarded the Exceptional Civilian Service Award from the Secretary of the Air Force.

Prior to his Government service, he was in private practice with the New York firm of Root, Clark, Buckner & Ballantine. A member of Phi Beta Kappa, Howard graduated magna cum laude from Yale University in 1938.



I SEE THAT "GRADE RAISE OR ELSE" LETTER GOT RESULTS . . .

## ENID SENIOR RECEIVES STATE HONORS



Miss Catherine Ann Burton, Enid High School, and other winners in the annual essay contest sponsored by the Governor's Committee on Employment of the Handicapped were special guests of the Committee at its annual meeting in the Blue Room of the State Capitol.

Catherine was presented a \$100 U. S. Savings Bond by William M. Jackson, Assistant Manager, Federal Aviation Agency, for having placed 6th in the state essay contest. The bond is donated to the 6th place winner by the Aeronautical Center Employees' Association. Other winners are: Miss Ricki Graef of Lawton, 1st; John Malin of Idabel, 2nd; Bill Goen of Tulsa, 3rd; Barbara Frank of Lawton, 4th; Nancy Taylor of Oklahoma City, 5th; Catherine Ann Burton, of Enid, 6th; Barbara Lynne Cody of Oklahoma City, 7th; Suzy Watson of Okmulgee, 8th; Nancy Ellsworth of Oklahoma City, 9th; and Mary Kathryn Bicknell of Alva, 10th.

Immediately after the presentation, the Governor's Committee received a wire from the President's Committee to the effect that Ricki Graef, Oklahoma's first-place winner, had been named the FIRST-PLACE WINNER in the NATION.

## REGULATIONS GOVERNING THE DEFENSE OF SUITS AGAINST FEDERAL EMPLOYEES ARISING OUT OF THEIR OPERATION OF MOTOR VEHICLES

By virtue of the authority vested in me by section 2679 of title 28 of the United States Code, as amended by the Act of September 21, 1961 (P.L. 87-258, 75 Stat. 539), section 161 of the Revised Statutes (5 U.S.C. 22), and section 2 of Reorganization Plan No. 2 of 1950 (64 Stat. 1261), I hereby prescribe the following regulations governing the defense of suits against Federal employees or their estates arising out of their operation of motor vehicles in the scope of their office or employment with the Federal Government.

### Section 1. Expeditionary delivery of process and pleadings.

Any Federal employee against whom a civil action or proceeding is brought for damage to property, or for personal injury or death, on account of the employee's operation of a motor vehicle in the scope of his office or employment with the Federal Government (or his personal representative, if the action is brought against his estate) shall deliver all process and pleadings served upon him, or an attested true copy thereof, to his immediate superior or to whomever is designated by the head of his department or agency to receive such papers, forthwith. In addition, upon his receipt of such process or pleadings, or any prior information regarding the commencement of such a civil action or proceeding, he shall immediately so advise his superior or the designee thereof by telephone or telegraph. The superior or designee shall furnish the United States Attorney for the district embracing the place wherein the action or proceeding is brought and the Chief of the Torts Section, Civil Division, Department of Justice, information concerning the commencement of such action or proceeding, and copies of all process and pleadings therein, promptly upon receipt thereof.

### Section 2. Providing data bearing upon scope of employment.

The employee's employing Federal agency shall submit a report containing all data bearing upon the question whether the employee was acting within the scope of his office or employment with the Federal Government, at the time of the incident out of which the suit arose, to the United States Attorney for the district embracing the place wherein the civil action or proceeding is brought, with a copy of the report to the Chief of the Torts Section, Civil Division, Department of Justice, at the earliest possible date, or within such time as shall be fixed by the United States Attorney upon request.

### Section 3. Removal and defense of suits.

Authority is hereby delegated to the several United States Attorneys to make the certification provided for in subsection (d) of section 2679 of title 28 of the United States Code, with respect to civil actions or proceedings brought against Federal employees in their respective districts. Such a certification may be withdrawn if a further evaluation of the relevant facts or the consideration of new or additional evidence calls for such action. The making, withholding, or withdrawing of certifications, and the removal and defense of, or the refusal to remove and defend, such civil actions or proceedings by the United States Attorneys shall be subject to the instructions and supervision of the Assistant Attorney General in charge of the Civil Division in accordance with section 507 of title 28 of the United States Code.

### Section 4. Application of this order.

This order shall apply only to civil actions and proceedings commenced as a result of incidents occurring on or after March 21, 1962.

BYRON R. WHITE  
Acting Attorney General

## GRADUATE TRAINING PROGRAM ANNOUNCED

A \$2.5 million program designed to send up to 50 promising young Federal career employees back to school annually during the next 10 years for a year of full-time graduate study recently was announced jointly by the Civil Service Commission and the National Institute of Public Affairs. The program will be funded by a special Ford Foundation grant.

The Foundation has provided an initial grant of \$1,250,000 to finance the program for 5 years and earmarked a like sum to continue it if it successfully meets its objectives of improving the education and use of talented employees.

The NIPA will select the awardees and meet their tuition costs and personal expenses. Awardees will continue to receive their normal salaries from their employing agencies under an agreement which provides for their return and continued employment. Such agreements and payments of such salaries are authorized under the Government Employees Training Act of 1958.

The program, which will extend over 8 to 10 years, is the broadest thus far in providing training for promising young Federal employees.

Most employees eligible for the program will be 28 to 35 years old with 4 to 6 years' Federal civilian service. In addition, they will have demonstrated their ability and potential for further advancement. Employees must be nominated by their agencies and be accepted by a university participating in the program.

Present plans call for the first group of awards to be made in time for enrollment in the 1962-63 academic year.

\* \* \*

"The fellow who says you can't take it with you must never have tried to travel very far without it."



## DELAYED RETIREMENT PARTY FOR LEILA PARKHURST



Mr. C. W. Mueller, Chief of the Aviation Facilities Training Division, is pictured presenting a Certificate of Retirement to Leila Parkhurst at her retirement party April 6, 1962. Mrs. Parkhurst is the first Aeronautical Center employee to receive a Washington Office Certificate of Retirement.

Mr. Mueller's office was the scene of a gala combination retirement party and April birthday celebration Friday morning, April 6, 1962.

Leila Parkhurst quietly retired November 10, 1961. At that time the Division honored her request that there be no farewells, no parties, no publicity whatever. She wanted to cover up her typewriter and walk out of the office that November afternoon as though she'd be returning the next Monday morning. It was a difficult promise for her supervisor to keep, but Leila retired in almost complete secrecy.

Leila is busy these days taking an art course. She's so busy with her landscapes she hardly had time to accept an invitation to come back to the office "for a cuppa cawfey" with her former associates. When she walked in and saw all the people congregated she thought it was just the usual April Birthday Celebration. To her utter amazement she suddenly realized she had innocently walked into her own Retirement Party.

Leila was a Federal employee approximately 23 years. She came to the Center in July 1957 as a Clerk-Typist in the Course Material Branch of the ANF Division, and remained in the division until her retirement. She had formerly worked in the Central Office of the Social Security Administration in Baltimore, Maryland, at Tinker AFB and at the VA Regional Office

in Oklahoma City. Before going to work for Civil Service, she was a teacher in the Public Schools of Oklahoma for nine years.

Leila has three daughters. Ruth Parkhurst lives in Jamaica, New York and works for the International Basic Economy Cooperation. She is Administrative Assistant in the Supply Division of that firm.

Another daughter, Mrs. Josef Solomon, lives in Moorestown, New Jersey. Her husband is employed by the Research Department of RCA and is working on his Ph. D. They have four small sons.

The third daughter, Mrs. Edward Reichelt, lives in Oklahoma City and is a Dental Assistant. Her husband is a student at the University of Oklahoma Medical School. They have a 4-year old son.

Members and former members of the AFT Division who celebrated their birthdays in April include:

Edna M. Clabby, Mr. Mueller's Secretary (April 9)

Lois S. Brasher, Supervisor of Grades, Records & Reports (April 12)

C. W. Mueller, Chief, AFT Division (April 8)

Johnafée Peak, Secretary to Chief, Non-Resident Instruction Division (April 11) (Directed Study was formerly part of the ANF Division)

Omilee Jones, Former ANF Librarian and Supervisor of Records (April 24)

Lorna A. Best, Secretary to Assistant Chief, AFT Division (April 13)

Charles Royer, Administrative Officer (April 15)



Leila Parkhurst is shown receiving huge farewell card, gag gift and genuine gift from Lois Brasher, Supervisor of the Grades, Records and Reports Section.



Back Row, left to right: G. Athayde, Brazil; T. S. Banes, U. S.; Grover Fulkerson, FAA, Aero. Center; George Waller, FAA, Aero. Center. Center Row, left to right: F. Tordesillas, Spain; Peter Oomen, Netherlands; T. R. Nelson, United Kingdom; Raymond Maloy, Director, International Aviation Service, FAA, Washington; and J. B. Mitchell, FAA, Aeronautical Center (Asst. Director FAA Academy). Front Row, left to right: Felipe Schroth, Peru; J. A. Manchego, Peru; Jose Guitian, Venezuela; J. De Vienne, France; and W. J. V. Branch, United Kingdom.



Back Row, left to right: E. V. Shores, U. S.; J. P. Hernandez, Argentina; H. S. Marzusch, Germany; J. E. Cole, Canada; P. Amundsen, Norway; and G. L. Calloway, FAA, Washington. Front Row, left to right: D. J. Medley, Australia; Robert Meyersburg, FAA, Washington; Y. Togaya, Japan; O. Christiansen, Norway; A. M. Raffael, United Kingdom, and Mr. Sheppard, New Zealand.

## ICAO Tours Aeronautical Center

Members of the Air Navigation Commission of the International Civil Aviation Organization and representatives of the Secretariat toured the FAA Aeronautical Center May 1 and 2.

Representing fourteen nations, the group also was entertained by the Oklahoma City Chamber of Commerce at a reception and dinner.

The dinner menu listed 25 dishes from the fourteen countries. Hot entrees — steak and kidney pie and cheshire cheese pudding from England, sukiyaki from Japan, German sauerbraten, Canadian smoked salmon and southern fried chicken from the U.S.

Vegetables — steamed rice from China, baked squash from Peru, Brussels sprouts from the Netherlands and parieienne pommes des terre from France.

Salads and relish — Australian Salad, Brazilian fresh fruit tray and sliced tomatoes, Norwegian filet of sole turban and sardines and pickled onions, savory garbanzos from Venezuela, assorted relishes and salads from the U.S., Dutch cole slaw, scrapple, cottage cheese.

Desserts — Venezuelan banana fritters, French and Danish pastries.



... BUT WE NEED THOSE "CALCULATORS," NOW !



# FAA ACADEMY PERSONNEL ASSIST MONTANA AERONAUTICS COMMISSION IN CONDUCTING FLIGHT INSTRUCTORS REFRESHER COURSE

The FAA Academy was represented at the recent Flight Instructor Refresher Course directed by the Montana Aeronautics Commission at Great Falls, during the period March 5 through 14, 1962. Serving on the instructor staff were Mr. Neil A. Fox, Chief of the Training Development Division who presented the course, *Psychology of Teaching*; Mr. Joseph P. Fallin, General Aviation Operations Specialist of the Flight Standards Training Division conducted ground school sessions on the *Analysis and Performance of Flight Maneuvers*; and Mr. Samuel A. Lewis, General Aviation Operations Specialist also of the Flight Standards Training Division presented a course in Instruments.

The course, designed as an industry-sponsored self-improvement program for already fully qualified professional flight instructors, was the first ever to be conducted in the United States. It was made possible through the cooperative efforts of the Montana Aviation Trades Association, the Federal Aviation Agency, the United States Department of Commerce Weather Bureau, and the Montana Aeronautics Commission.

Twenty men who work full time as flight instructors at 16 Montana towns and cities completed the course. They received from the Montana Aeronautics Commission the new Montana Flight Instructors Wing Pin which has been copyrighted and established as an award of merit to professional flight instructors completing a Flight Instructor Refresher Seminar stressing proficiency and teaching techniques.

Each of the 20 instructor trainees took an exceptionally high interest in the course, permitting nothing to interfere with their attendance of 50 hours of ground school instruction. The trainees recognized the high-level methods and capabilities of the entire teaching staff and evidenced appreciation through their answer to the question as to whether or not similar seminars in the future could be staged on a shorter work week. Almost unanimously they indicated that such a well rounded and intensive

course could not be shortened. They felt that future seminars should include a full ten days.

The Montana Aeronautics Commission publication, MONTANA and the SKY, write that:

"Student interest ran at an all time high during the presentation of the section on the psychology of learning by Neil A. Fox, Chief, Training Development Division, FAA Academy, Oklahoma City, Oklahoma, who presently is supervising the staff of education specialists conducting instructor training and having formerly served on the staff of the Assistant to the Director of the Aeronautical Center in Oklahoma City. Neil came to us with both a PHB and a PHM degree from the University of Wisconsin and presented a very comprehensive three-part course covering the learning process, preparation and design of instruction, and the psychology of individual differences. The only criticism from the trainee instructors on his part of the course was the fact that it was not sufficiently long enough to satisfy all of their questions and desires relative to teaching techniques."

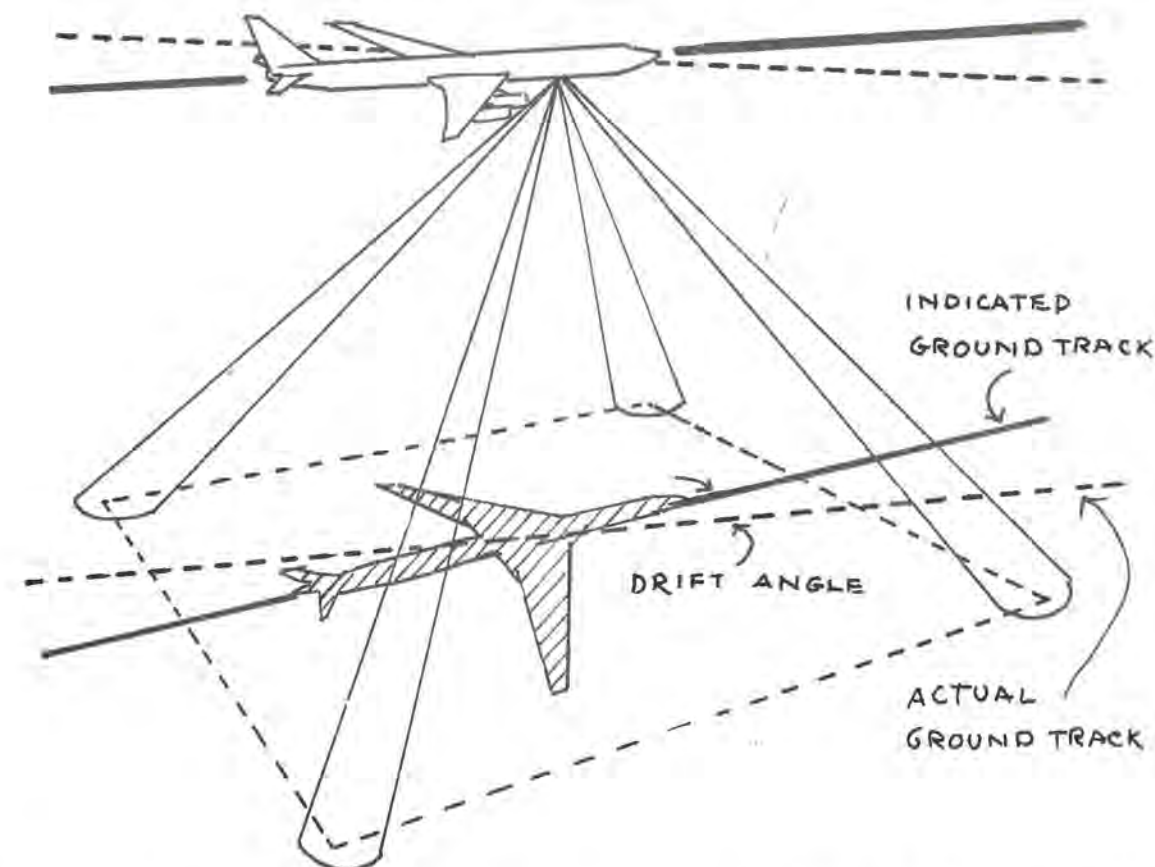
Mr. Joseph P. Fallin did a fine job of instructing ground school sessions and explaining flight techniques which were used and further amplified by actual demonstrations on the aircraft. Emphasis was placed on demonstrating to the instructors what their graduate students would be required to do when presented to the FAA for flight testing.

Mr. Samuel A. Lewis made points with the instructor trainees at the Flight Instructor Refresher Seminar, who readily recognized his instructing ability and techniques. The manner in which he presented a heavy dual schedule daily on instrument and multiple engine teaching techniques throughout the entire ten days of the Seminar and spent each afternoon at the F89 simulator in the Montana Air National Guard building on a follow-up and coaching program to his trainees was greatly appreciated.

The subjects of Air Traffic Control and Meteorology were also presented in a commendable manner by authorities in their respective fields.

Mr. Charles A. Lynch of Helena, Director of Montana Aeronautics Commission, said it is hoped the seminars can be conducted each year as part of a long-range program for Air Safety in Montana.

## DOPPLER RADAR NAVIGATION SYSTEMS



The numerous Intercontinental flights of 600-mph jet transports have made obsolete current celestial and several ground aid navigation systems. Serious congestion between international population centers demands reduction in high-speed aircraft separation space. Due to the vagaries of the present obsolete systems, jet aircraft flying the Atlantic are separated by 300 miles or more. The airspace allotted to each aircraft is about equal to the state of Florida.

The FAA project "Operation Accordion" involves a precise check on the accuracy of Doppler equipments over the Atlantic ocean during July and August. The U. S. Coast Guard will station two radar ships between Newfoundland and England, providing precision checks on Doppler equipped jet airliners flying a predetermined route. Upon completion of Operation Accordion it is hoped that closer separation of Doppler equipped aircraft may be feasible, thus reducing congestion with safety. The airlines are also quite interested in reducing flight time with the approximate 2000 gallons per hour fuel

consumption of the "petrol" hungry jet engines, by taking advantage of favorable "jet streams."

Doppler incorporates a phenomenon first analyzed in 1842 by an Austrian mathematician and physicist, Christian Johann Doppler. He determined why an object, emitting a noise, sounds different as it approaches than it does moving away. Observers hearing a train or automobile pass are conscious of this phenomenon. The Doppler system substitutes radar waves for sound waves, bouncing them off the ground or water and recording the frequency difference between transmission and reception. The difference results from the aircraft's change in position between transmission and reception points.

Airborne Doppler navigation radar is a self-contained system which does not necessarily rely on ground radio aids. The Doppler radar aboard the aircraft radiates four separate radar signals toward the earth or ocean and receives reflected signals. The frequency or pitch of the signal is shifted in proportion to the speed of the aircraft. The difference between the radi-



ated frequency and the reflected, shifted frequency is converted directly into ground speed and drift. A computer connected with the indicator on the pilot's instrument panel gives him a continuous reading of the miles to go on a selected course. From similar data the angle at which the aircraft may be drifting due to crosswinds is also indicated. The latter allows the pilot to take advantage of favorable jet streams as mentioned earlier.

Since this system is self-contained, it provides an accurate means of navigation in case of war when ground navigation aids may be turned off or where ground aids are not available within working distances. The latter problem is resulting in a considerable number of Doppler installations on corporation or business aircraft operating into South America or other Foreign countries.

# ADMINISTRATION PROPOSES MAJOR CHANGE IN FINANCING CIVIL SERVICE RETIREMENT FUND

The Administration has proposed a major change in financing of the Civil Service Retirement Fund. Its 1963 budget would limit the Government's contribution to the fund to \$872 million or the 6½ per cent of covered employees as provided by law. In past years, the Congress has appropriated several hundred million dollars additional to the fund to help diminish its contingent liability of over \$30 billion. Mr. Kennedy did ask Congress in his budget message to authorize the establishment of indefinite appropriations which would automatically be applied to the retirement fund whenever the total funds on hand fell below the total employee contributions. This situation will not occur for about 20 years. At that time, however, an appropriation of about \$2 billion a year will be required to maintain that balance to enable the retirement system to live up to its obligations. The Administration budget also would require the fund to pay the \$3,275,000 cost of administering the retirement program, and the nearly \$45 million cost of the 1958 annuity increases. The budget estimates there will be 662,000 retirees on the benefit rolls by June 30, and that the balance in the fund will be over \$13 billion.

# 93.1 PER CENT OF \$318 MILLION PAID INTO HEALTH INSURANCE FUND IS RETURNED IN BENEFITS

Slightly over 93 cents on every dollar that's paid into the Federal employee health insurance program is paid back in benefits to the 1,783,240 employees and their 3,659,350 dependents. The Civil Service Commission has supplied this breakdown of the premium dollar: 93.1 cents for hospital and medical benefits, 4.8 cents for administrative expenses of the 38 insuring carriers, 1.3 cents for profit, and .8 cent for taxes. About 318 million was paid into the insurance fund last year of which \$199 million, or 62½ per cent, came from employees, and \$119 million, or 37½ per cent was the Government's share. Over a million employees and their dependents were paid benefits.

# TRAINING TOPICS

## "Scientific and Professional Meetings"

The following is an excerpt from Federal Personnel Manual System Letter, 410-2.

"The rate of growth of scientific and technical knowledge over the past few decades has been extremely rapid. As a result it has become increasingly difficult to transmit to those who need it the rapidly expanding body of knowledge in almost every professional field. Federal agencies cannot escape the consequences of this information explosion. On the contrary, the increasing role of the Federal Government in science and technology makes it imperative that Federal agencies and their personnel be able to keep abreast of significant developments in their fields of interest. It is similarly important for those in government to be able to inform others of the progress of their agencies. These communication needs extend to persons engaged in administrative and managerial pursuits as well as to those working entirely within particular professional disciplines.

"Professional meetings and conferences are among the best available avenues of communication in these matters. Effective communication of this kind has obvious value for the success of agency programs, but there are other benefits also. The opportunity for professional development afforded by participation in professional meetings is a significant factor in creating the kind of working atmosphere which helps to attract and retain competent personnel. Further, the professional growth of employees is clearly a desirable goal in itself. Therefore, although many Federal agencies encourage attendance at gatherings of scientists or other professionals, agency policies and procedures should be carefully reviewed from time to time to be sure they reflect the positive emphasis necessary to facilitate effective communication of ideas and information in areas of significant agency need.

"Each agency is urged to undertake the suggested review now and at regular intervals in the future, and to take the steps necessary to make the most of attendance at scientific and professional meetings, both as a vital source of information and as a vehicle for the professional development of employees."

# SPECIFIC WRITING

*A doctor whose name is not stated  
Used the longest words ever created.  
Never bled, but phlebotomized;  
Never cut, but laparotomized.  
Or abdomino-perineal resectionated.*

## ANONYMOUS

The average person who has not been educated in medical terminology would not understand or attempt to grasp the meaning of this poem. People are tired of double-talk or discussions they can't understand. In the slang version, most people would say, "Now, roll that by me again, slow and easy."

The following mythical incident, reported by fictitious Ben Pratt, may not have occurred just as set forth here, but many a secretary will feel that it could easily have happened:

"Now, Miss Blogg," boomed Jasper M. Whurtel, President of the Whirlwind Laundry Company, to his secretary, "when I dictate a letter I want it written as dictated, and not the way you think it should be!"

"Yes sir, said Miss Blogg, meekly.

"All right, take a letter!"

The next morning O. J. Squizz, of the Squizz Flexible Soap Company, received the following:

"Mr. O.K. or A.J. Something, look it up, Squizz, I think. President of the Squizz, what a name!, Flexible Soap Company, the gyps, Detroit—that's in Michigan, isn't it? Dear Mr. Squizz, hummmmm: You're a heck of a business man. No, start that over. He's a crook, but I can't insult him or the bum'll sue me. The last shipment of soap you sent us was of inferior quality and I want you to understand—no, scratch that out—I want you to understand—ah—unless you can ship, furnish, ship, no, furnish us your regular soap you needn't ship us any more period or whatever grammar is needed. This darn cigar is out again, pardon me, and furthermore, where was I? Paragraph. The soap you sent us wasn't fit to wash the dishes, no make it the dog, with comma, let alone the laundry, comma, and we're sending it back, period.

Yours truly. Read it over. No, never mind. I won't waste any more time on that egg. I'll look at the carbon tomorrow. Sign my name."

A Chairman of the Smaller War Plants Corporation, after wading through torrents and tidal waves of letters, documents, memoranda before drowning decided that it was time to shorten communications if they expected to have cooperation from the War Plants. He coined the word "gobbledygook" from thinking of the old bearded turkey gobbler back in Texas who always strutted around with a ridiculous pomposity and at the end of each "gobble" was the sound of "gook".

Did you know that you can shorten your writing, lectures, and other communications by using

like . . .

instead of — along the lines of

about . . .

instead of — as to

for . . .

instead of — for the purpose of

since . . .

instead of — for the reason that

for . . .

instead of — from the point of view of

since . . .

instead of — inasmuch as

and there are many, many more substitutions.

When sentences are too long the average reader loses the thought and tires before finishing. Management of civilian companies complains that the federal government seems to bog down in gobbledygook more than any others. In the words of Rudolph Flesh, PhD., "Somehow I get the idea that such writing is just an attempt to impress the reader or the boss with the writer's learning."

Dr. Flesh has suggested that we avoid using gobbledygook terms or from the Federal Employees Thesaurus:



## Say or Write

## Double Talk Meaning

"Concur generally"	"Have not read the document and don't want to be bound by anything I might say."
"In conference"	"Don't know where he is."
"Kindly expedite"	"For God's sake, try and find the papers."
"Passed to higher authority"	"Pigeon-holed in a more sumptuous office."
"In abeyance"	"A state of grace for a disgraceful state."
"Appropriate action"	"Do you know what to do with it? We don't."
"Giving him the picture"	"A long, confusing and inaccurate statement to a new-comer."
"Under consideration"	"Never heard of it."
"Under active consideration"	"We'll have a shot at finding it in the files."
"Has received careful consideration"	"A period of inactivity covering time lag."
"Have you any remarks?"	"Give me some idea what it's all about."
"That project is in the air"	"Am completely ignorant of the subject."
"You will remember"	"You have forgotten, or never knew, because I don't know."
"Transmitted to you"	"Hold the bag awhile — I'm tired of it."
"It is requested"	"Please take a look and write another endorsement."
"Status"	"This mess we're in."
"A survey is being conducted"	"We need more time to think of an answer."
"For your immediate action"	"Do something quick before we both get into trouble."
"It is in the process of"	"So wrapped up in red tape that the situation is almost hopeless."
"We will look into it"	"By the time the wheels make a full turn, we assume you will have forgotten about it, too."
"A program"	"Any assignment that can't be completed by one telephone call."
"Expedite"	"To confound confusion with commotion."
"Coordinator"	"The guy who has a desk between two expeditors."
"Consultant" (or expert)	"Any ordinary guy with a briefcase more than 50 miles away from home."
"To activate"	"To make more carbons and add more names to the memo."
"To implement a program"	"Hire more people and expand the office."
"To negotiate"	"To seek a meeting of minds without a knocking together of heads."
"Re-orientation"	"Getting used to working again."
"Reliable source"	"The guy you just met."
"Informed Source"	"The guy who told the guy you just met."

"Plain and simple speech appeals to everyone because it indicates clear thought and honest motives. Anyone who is thinking clearly and honestly can express his thoughts in words which are understandable, and in very few of them. Let's write for the reader and not for ourselves. Make the writing do what it is intended to".—Rudolph Flesh.

## Political Activity — Rules for Federal Employees

Spring primaries and general elections in many communities again focus the spotlight on what Federal employees may or may not do with regard to politics.

Under the Hatch Act, Federal employees generally are barred from rendering political service — that is, taking an active part in political campaigns.

*What Employees MAY Do* — These are some permissible activities with regard to politics—

- You have the right to vote as you choose. Political-activity restrictions do not relieve a Federal employee of his obligation as a citizen to inform himself of the issues and to register and vote. Employees are encouraged to vote by being given time off, where necessary, without charge to leave in order to register and to vote — up to one day in states where absentee voting is not permitted.
- You have the right to express your opinions on all political subjects and candidates as long as you do not do so in such a manner as to take an active part in political management or political campaigns of a partisan nature.
- You may make a voluntary campaign contribution to any regularly constituted political organization. (See restrictions.)
- You may display a political sticker on your private automobile, but you should not do so while on duty conducting the public business.
- You may wear a political badge or button, but here again you should not do so while on duty performing the public business.
- You may accept appointment to such positions as member of boards of education, school committees, and boards of public libraries if your agency decides the holding of these local offices will not conflict or interfere with the efficient discharge of your Federal duties. If these offices are elective, you may not participate in a partisan political election.

• You may participate in a nonpartisan local election in which party designation, nomination, and sponsorship are completely absent. You may be a candidate for office in such an election and you may hold the office after election if the head of your agency decides that your holding it will not interfere with your Federal employment.

- You may petition Congress or any Member of Congress. For example, you may write to your Congressman and tell him how you think he should vote on any issue.
- You may sign petitions, including nominating petitions, but may not initiate them or canvass for the signature of others if they are identified with partisan political management or campaigns.
- You may attend political rallies and join political clubs, but you cannot take an active part in the conduct of the rally or the operation of the club or act as chairman, officer, committee member, or delegate. You may vote on issues, but you may not speak for or against them.
- You may address a political group but not on political party matters.

### *What Employees May NOT Do—*

The general prohibition on Federal employees is that they may not take an active part in political management or in political campaigns of a partisan character. These are some of the prohibited activities—

- You may not be a candidate for nomination or for election to a National or State office. You may run for a community office only as described in the section *What Employees May Do*.
- You may not solicit others to become candidates for nomination or election to partisan offices.
- You may not campaign for or against a political party or candidate.



- You may not use your automobile to transport voters, except members of your immediate family, to the polls. However, riders in regularly scheduled carpools can stop at the polls on the way to or from work.
- You may not distribute campaign material.
- You may not march in a political parade.
- You may not sell tickets for or otherwise actively promote such activities as political dinners.
- You may not write for publication or publish any article or letter soliciting votes for or against any political party or candidate.
- You may not solicit or receive any assessment or contribution for any political purpose.
- You may not make a political contribution in a Federal building or to some other Federal employee.

*What the Penalties for Violation Are* — The Civil Service Commission enforces political-activity restrictions for employees in competitive positions. The Commission makes investigations and holds hearings in cases involving violations. The most severe penalty for violation is removal and the minimum penalty is suspension without pay for 90 days.

In cases where removal is ordered by the Commission, the employee may not be reemployed in any position the salary of which is paid from the same appropriation as the job from which he was removed.

Employees in excepted positions come under the jurisdiction of their agency head in political-activity matters.

*What to Do If in Doubt* — If you are uncertain whether a certain action would violate political-activity rules, you should present the matter in writing to the Civil Service Commission, Washington 25, D. C. You should get a ruling on the matter *before* engaging in the action, since ignorance of provisions of the law will not excuse you from penalties for violation.

\* \* \*

The history of Oklahoma, past, present and future, has been classed as being the most interesting reading available.

## DIRECTED STUDY POCKET PAMPHLETS



Now you can take a new look at the opportunities for career development available through Directed Study training.

Just off the press are pocket-size booklets containing condensed descriptions of courses pertinent to two of the major services. The new booklet comes in a convenient 4 x 7 inch size and is set in linotype. Green print on a field of light blue readily identifies one booklet as a publication applicable to personnel of the Flight Standards Service. Shown in the picture is the booklet which applies to Aviation Facilities courses. Orange print on the light blue cover identifies it as such.

In both series, courses offered have been grouped into appropriate categories. A liberal use of available type sizes and styles makes for easy reading and quick reference. The booklets provide enrollment information and procedures.

Copies should be available in appropriate field offices about June 1.

## WHAT'S WITH THE NEUTRON BOMB?

Recent conjecture and national publicity regarding the NEUTRON bomb has resulted in a general misunderstanding of this not yet developed weapon. Perhaps the most prevalent lay conclusion is that the NEUTRON bomb represents an expected progression in the state of the art of weapons development. It is generally understood that the thermonuclear bomb represented a tremendous increase of destructive power over that of the atomic bomb. Thermonuclear weapons are now feasible with many thousands of times the yield of early atomic weapons.

Therefore, we have tended to surmise, the NEUTRON bomb would represent a new destructive force far more formidable than the thermonuclear bomb. Actually, a true NEUTRON bomb would have far less blast effect and its development is contingent on a yet to be developed scientific breakthrough.

The NEUTRON bomb concept is based upon the pure fusion process which combines or fuses one isotope of hydrogen  $H^2$  with another isotope  $H^3$ . This fusion results in the formulation of a helium nuclei  $He^4$  plus a free NEUTRON. The pure fusion process does not result in the creation of radioactive byproducts or tremendous blast effect as characterize the atomic and thermonuclear bombs. In other words, large numbers of NEUTRONS are released — a lethal NEUTRON "spray" occurs but there is no "fallout" and very little blast.

The problem of development of such a bomb involves the creation of sufficiently high temperatures necessary to fuse the hydrogen isotopes together. To date only the detonation of an atomic bomb can produce such temperatures. The atomic bomb cannot be used, however, since it produces blast effects which extend beyond the neutron range. Therefore, other means must be developed to produce the desired temperatures before the NEUTRON bomb becomes possible.

Presently, in conventional thermonuclear detonations there emerges a NEUTRON "spray" as is proposed for the NEUTRON bomb. This "spray," however, is limited to the immediate blast area. Thus while the NEUTRONS may be lethal they are of no consequence since the blast, thermal and radioactive effects of the detonation have already caused complete destruction within the blast area.

Why the NEUTRON bomb then? Well, it is comparatively free from blast and radioactive fallout BUT NEUTRONS interacting with various materials would fission many atoms thus creating induced radiation. With respect to human beings NEUTRON bombardment would result in tissue that would be radioactive. It could not be decontaminated by any method. There would be, in fact, radioactive tissue and material created by the NEUTRON bombardment. As you know, conventional fallout merely deposits itself. It can be removed and there is no remaining radioactivity.

Well, here are probably some reasons why there will not be a NEUTRON bomb:

- a. No alternate method exists for creating the temperatures required to support fusion.
- b. The lethal range of a NEUTRON "spray" from such a weapon would be less than 2 miles. Far less than the destructive range of conventional nuclear weapons.
- c. Personnel and material outside the NEUTRON "spray" would be comparatively invulnerable.

Until a military requirement emerges wherein the characteristic of induced radiation is a desired resultant the NEUTRON bomb will probably, therefore, be relegated to the study of its scientific feasibility.





Guardian of Scouting Certificate for 1962 presentation was made to the Aeronautical Center Employees Association at the April 11 Board of Directors meeting in the Center Manager's conference room. This marks the fourth year the Association has been the recipient of the award for furthering the scouting movement of the Last Frontier Council.

Shown above, left to right: Roy Howard, Scout Executive Arrowhead District; Bob Perkins, Finance Chairman Arrowhead District; Dick Gober, Vice-president Employees Association; and Jack Ferguson, Institutional Representative for Scout Air Squadron No. 1 sponsored by the Employees Association.

### **Ten Commandments of Highway Safety**

Any season of the year is a good time to reflect on the ten commandments in highway safety.

1. Thou shalt not murder by motor.
2. Thou shalt not mix alcohol with gasoline.
3. Thou shalt not exceed the speed limit.
4. Thou shalt not follow too closely.
5. Thou shalt not weave from lane to lane.
6. Thou shalt not fail to signal.
7. Thou shalt not lose thy temper.
8. Thou shalt be courteous to thy fellow motorist.
9. Thou shalt favor the pedestrian and the bicyclist.
10. Honor the traffic laws that thy days may be long on the earth.

— National District Attorneys Association

### **New Appeals System Q. and A.**

Because agencies are in the process of setting up machinery to handle appeals under Executive Order 10987, "Agency Systems for Appeals from Adverse Actions," and Civil Service Commission regulations under the order, there is a great deal of interest on the part of Federal employees in the framework of the new appeals system, which will be effective July 1, 1962. CSC has prepared the following questions and answers in response to this interest.

**Q.** What is the purpose of the new appeals system?

**A.** It provides employees throughout the Federal service with certain basic rights for a management review and reconsideration of adverse decisions taken at a lower level. It also encourages settlement of disputes within the agencies as near to the level of disagreement as possible.

**Q.** Will the appeals system be the same in all Federal agencies?

**A.** No. Although the regulations prescribe a simple, orderly system for appeals providing equal treatment for employees, they have built-in flexibility for agencies with unique problems.

**Q.** Are all agencies required to install the new appeals system?

**A.** Most of them are, including the District of Columbia Government and any parts of the legislative and judicial branches that have positions in the competitive service. Exceptions are the Central Intelligence Agency, National Security Agency, Federal Bureau of Investigation, Atomic Energy Commission, and Tennessee Valley Authority. The Civil Service Commission can also except certain classes of employees if the agencies concerned can justify the exceptions.

**Q.** Are all employees of the included agencies entitled to the new appeal rights?

**A.** No. The new system provides appeal rights to career and career-conditional employees, employees serving in overseas limited appointments, and indefinite employees not serving probation. Another group—employees

with competitive status serving in Schedule B under nontemporary appointments—is also included.

**Q.** What actions may they appeal?

**A.** They may appeal discharges, suspensions for more than 30 days, furloughs without pay, and reductions in rank or compensation. These actions are identical with the actions which may be appealed under section 14 of the Veterans' Preference Act. All elements of these appeals will be handled under the new system with the exception of allegations of discrimination because of race, color, or creed, which will be processed under regulations of the President's Committee on Equal Employment Opportunity.

**Q.** What are the general requirements that agencies just follow in setting up their new appeals systems?

**A.** They must seek the views of employees and recognized employee organizations on the development of and operations under the new system. The system must be published and employees notified, and copies must be made available to employees and employee organizations. It must be in operation in time to process adverse actions started on or after July 1, 1962. Any subsequent changes in the system must also be published after seeking the views of employees and employee organizations.

**Q.** What procedural steps are required prior to an appeal?

**A.** The first step is the agency's notice to the employee of the proposed adverse action. The employee then answers this notice, giving his reasons why the proposed action should not be taken. If the agency decides to proceed with the adverse action, it sends the employee a decision notice to that effect.

**Q.** What does this notice consist of?

**A.** It gives the reasons for the action, the action, and the effective date. It also must notify the employee of his right of appeal and to whom, where to file the appeal, what the time limits are, and where he can get more information.

**Q.** To whom should the appeal be made?

**A.** The employee has the choice of making his appeal to his agency or to the Civil Service

Commission. If he chooses to appeal to the Civil Service Commission, he cannot appeal to his agency. If he chooses to appeal to his agency, he can later appeal to the Civil Service Commission if he is not satisfied with the agency decision.

**Q.** If the employee decides to appeal, what should his appeal consist of?

**A.** His appeal must be in writing, and it must tell why he thinks that the adverse action is unwarranted. The appeal should also request a hearing if he is entitled to one.

**Q.** What is the time limit for appealing?

**A.** The employee may appeal any time after he is notified that the agency has decided to proceed with the adverse action, but not later than 10 calendar days after the effective date. The time limit may be extended by the agency, but only if the employee was not notified of the time limit, if circumstances beyond his control prevented his appealing within the time limit, or for other reasons thought sufficient by the agency.

**Q.** Is an employee entitled to a representative to help him with his appeal?

**A.** Yes. He is entitled to a representative of his own choosing. Both of them are assured freedom from restraint, interference, coercion, discrimination, or reprisal, and a reasonable amount of official time to present the appeal.

**Q.** How many levels of appeal are there in an agency?

**A.** Although this may vary from agency to agency, there will generally be only one level of appeal. Additional levels of appeal can be set up only with the concurrence of the Civil Service Commission.

**Q.** Who decides the agency appeal and what is the scope of his review?

**A.** An official at a higher administrative level than the one who decided upon taking the adverse action decides the appeal. He considers issues of fact, compliance with procedural requirements, and any other appropriate matters, such as equity or humanitarianism.



**Q.** When does an employee have the right to a hearing in his agency in connection with an appeal?

**A.** He has the right to a hearing either before the adverse decision or after the adverse decision. He is not entitled to a hearing after the decision, however, if he was offered the opportunity at an earlier stage and did not avail himself of it. The hearing must be full and fair, and the employee has the right to a representative. In rare instances a hearing might be impractical because of unusual location or other unusual circumstances.

**Q.** Who conducts the hearing?

**A.** The hearing may be held by one person or by a committee, and members are required to be fair, impartial, and objective. No one can be a member of the hearing committee who acted on or reviewed the proposal to take adverse action or the adverse decision, or who will review or act upon the report of the hearing committee.

**Q.** Where and how is the hearing conducted?

**A.** The hearing is held near the employee's work place, if at all possible. It is designed to bring out the pertinent facts, and the technical rules of evidence do not have to be followed. All testimony is under oath, and both sides have the right of cross-examination.

**Q.** Are witnesses permitted at a hearing?

**A.** Yes. The hearing committee considers the requests for witnesses from both sides, and the agency makes the witnesses available if practicable. If any witnesses are not made available, the appeal file will record the reasons. Witnesses are considered to be in a duty status, and are assured freedom from restraint, interference, coercion, discrimination, and reprisal.

**Q.** Is a record made of the hearing?

**A.** Yes, the record made is either a transcript or a summary. If it is a summary, it must be

signed by both parties, with any exceptions to it in writing. The employee is given a copy.

**Q.** To whom does the hearing committee make its report?

**A.** The committee's report is made in writing to an appropriate agency official, and contains either findings of fact alone, or findings and recommendations. A copy is given to the employee and his representative. The agency official makes the final decision.

**Q.** What does the agency official consider in arriving at his final decision?

**A.** He considers the entire appellate record. His final decision may sustain or reverse the previous decision, or it may substitute a less severe action.

**Q.** When is the employee notified of the decision on the appeal?

**A.** He must be notified promptly and informed of any appeals rights to the Civil Service Commission. A copy of the notice must be sent to his representative.

**Q.** What are the employee's appeal rights to the Civil Service Commission?

**A.** If he is not satisfied with the agency decision at the first appellate level, he has 10 days in which to appeal the agency action to the Civil Service Commission. Or, if his appeal within the agency is not decided at the first appellate level within 60 days, he may take it to the Commission at that time.

**Q.** Will the new appeals system, with its provision for review by the Civil Service Commission, apply to any adverse actions except discharges, suspensions for more than 30 days, furloughs without pay, and reductions in rank and compensation?

**A.** No. Agencies may handle such actions under procedures similar to the ones prescribed by the new appeals system, but they are not appealable to the Civil Service Commission.

## FAA INVITES LIGHT PLANE PILOTS TO TAKE ALTIMETER CHECKS AT READING, PA.

Light plane pilots are invited to take part in Federal Aviation Agency air-ground altimeter-accuracy checks at Reading, Pa., in early June.

These will be the first extensive FAA tests of altimeters in light aircraft. An overall altimetry study was begun three years ago.

The altimeter checks will be conducted at a privately-sponsored aviation fly-in, the 13th National Maintenance and Operations Meeting. The Reading Aviation Service holds this gathering annually at Reading Airport.

FAA personnel will be stationed six miles from the field on the grounds of a drive-in moving picture theater. They will include a photographer, and air traffic controller and a record keeper. The team will be equipped with an upward-aimed aerial camera and a radio for communication with aircraft taking part.

A participating aviator will fly over the camera installation at about a 300-foot altitude. The plane's picture will be taken when it is overhead to provide precise visual measurement of altitude. At the same time, the pilot will report altitude as indicated by his altimeter. The two readings will be compared.

Following this filmed fly-over, the participating plane will be met at Reading Airport by instrument technicians who will calibrate the altimeter and examine its static line, which brings in external air for the instrument's pressure-altitude measurement. The technicians will be employees of the Wright Instrument Company, Vestal, N. Y., which has an FAA contract for ground-checking altimeters.

Some 300 pilots are expected to engage in the Reading meeting. FAA hopes that a large percentage of these will volunteer to take part in the gathering of altimeter data.

This is purely a research project, not a test of specific individuals or aircraft. Aircraft and owners will not be publicly identified regardless of test findings. There will be no penalties for altimeters found providing erroneous readings.

Pilots who wish to participate will be directed to the FAA site by the Reading tower. There they will report in to the FAA controller, and he will control them in a holding pattern over the test site if necessary.

Findings at Reading will be added to altimetry material being accumulated in FAA Aviation Research and Development Service studies in Washington and at the National Aviation Facilities Experimental Center (NAFEC), Atlantic City, N. J. Industrial and military experts are also working in this field.

## ONE BOY'S AMBITION(?)

A third-grader in a California school wants to be an airplane pilot when he grows up. This is his essay on the subject, as reported originally in United Air Line's "Shield" magazine, UAL's employees' publication:

"I want to be an airline pilot when I grow up . . . because it's a fun job and easy to do. That's why there are so many pilots flying around today.

"Pilots don't need much school; they just have to learn to read numbers so they can read instruments. I guess they should be able to read road maps so they can find their way if they get lost.

"Pilots should be brave so they won't be scared if it's foggy and they can't see, or if a wing or a motor falls off they should stay calm so they'll know what to do. Pilots have to have good eyes to see through clouds and they can't be afraid of lightning and thunder because they're closer to them than we are.

"The salary pilots make is another thing I like. They make more money than they can spend. This is because most people think plane-flying is dangerous except pilots don't because they know how easy it is.

"There isn't much I don't like except that girls like pilots and all the stewardesses want to marry the pilots so they always have to chase them away so they won't bother them.

"I hope I don't get airsick because I get carsick and if I get airsick I couldn't be a pilot and then I'd have to go to work."

—*Courtesy Flight Safety Foundation 2-62*

\* \* \*

"Most of us are broadminded enough to admit that there are two sides to every question — our own side and the side that no intelligent, informed, sane and self-respecting citizen could possibly hold."



# HURLEY BIRDS

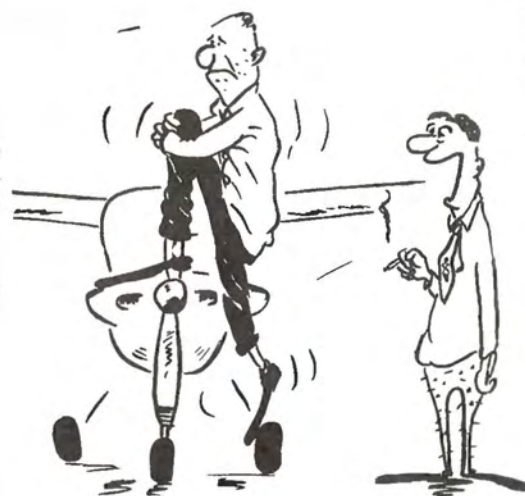
by Tom Hurley



"What-ya-mean? . . . It was here yesterday"



"Either you get more climb outa this heap or we gotta change our plans."



"In your OWN words . . . tell me what happened."



"Oh Bob . . . I see you and Mr. Farnsworth have met."

—Courtesy Pre-Flight Air News.



