

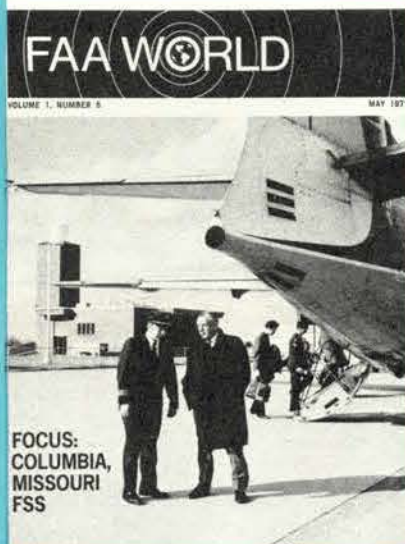
FAA WORLD

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MAY 1971



**FOCUS:
COLUMBIA,
MISSOURI
FSS**



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THE COVER: Columbia, Mo. FSS Chief Darrell Sherman chats with Ozark commuter airline's First Officer Mike Hazelbaker beside one of the 46-passenger Fairchild-Hiller 227-Bs serving the new regional airport. In background is FAA's modern quarter-million dollar FSS.

A New Half-Century For Flight Service Stations

This issue of FAA WORLD puts the spotlight on the Columbia, Mo. FSS and its staff. This FSS was selected as being representative of the newest and most modern of today's FSS facilities. Its staff is typical of the more than 4,000 dedicated, hard-working FSS employees throughout the system.

Flight service stations are now beginning their second half-century of service to the aviation public. Services provided to pilots—preflight briefings, inflight service, VFR flight following and airport advisories—though taken for granted have played a major role in making flying safer. The emergency assistance the FSSs have provided over the years, because of the human drama involved, has become well known to most FAA employees and large segments of the general public. Each year, about 2,000 "saves" are provided to users of the airspace by FSS personnel. In many of these instances, disoriented, anxious pilots are guided to a safe landing through the skill of FSS employees using doppler direction finder equipment and other methods.

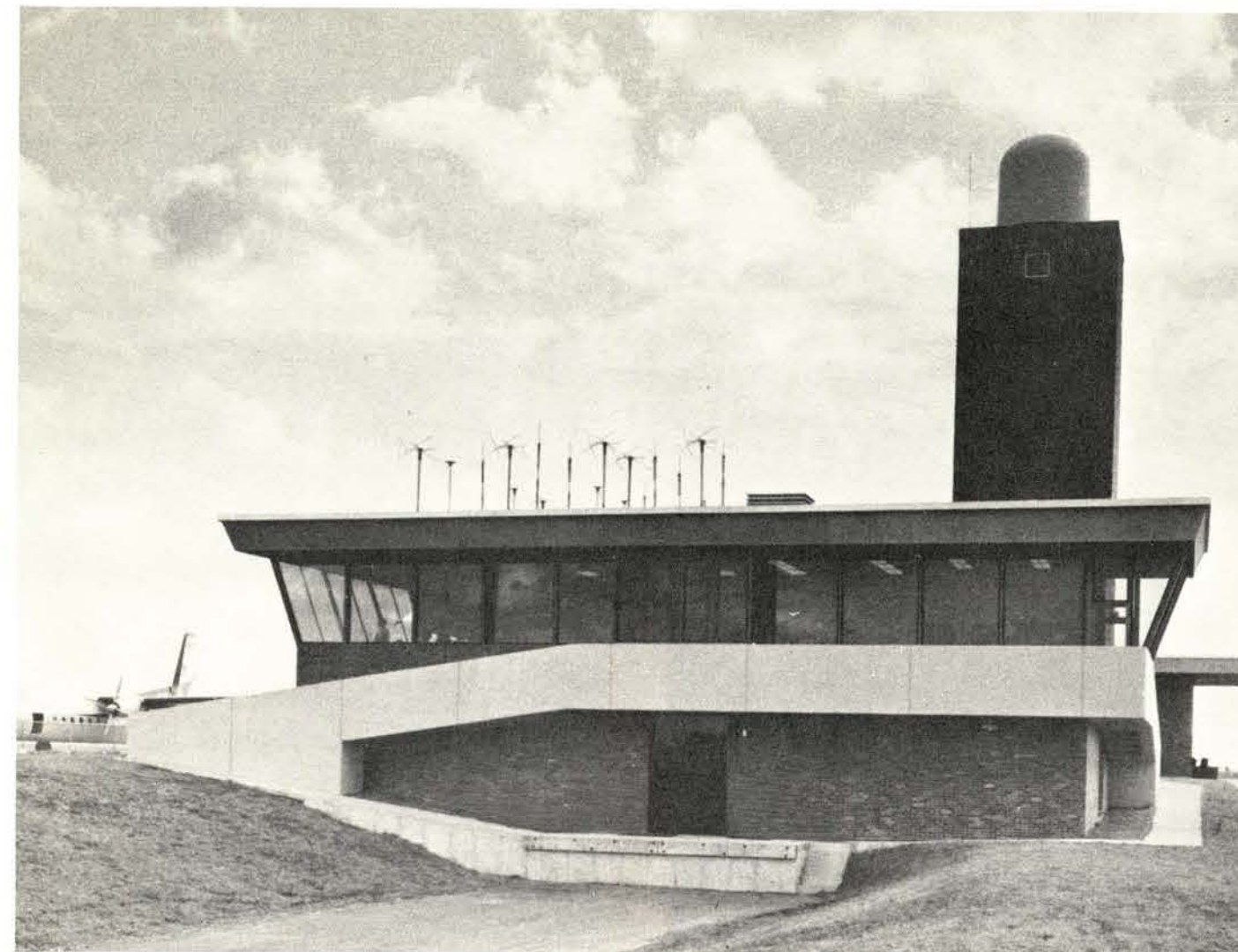
Though the future may bring changes in the FSS network as we know it today, the importance of the vital role being played by FSS personnel will remain undiminished and the need for the services they provide will be just as compelling.

At present, a number of studies are being conducted with the aim of modernizing FSSs. A working level group recently completed its study of the feasibility of automating the pilot briefing and flight plan handling functions in flight service stations. Studies are being conducted on staffing standards and the personnel structure in FSSs.

The goal in all of these efforts is a better FSS system—better in terms of the function it performs as well as in terms of the people who perform it.

We take pride in saluting the personnel of the Columbia, Mo. FSS and their colleagues throughout the country. And we pledge our unstinting efforts in their behalf as the FSSs' second half-century unfolds.

John H. Shaffer
Administrator



Valued at a quarter million dollars, the new Columbia, Mo. FSS shares quarters with a Weather Service Office. The building was constructed by the city to specifications of the two services leasing it.

A model Flight Service Station, serving a big-city area from its new regional airport, causes "Show-Me State" pilots to shout...

Hail, Columbia FSS!

"Look at that crab angle," observed Specialist Tom Klocek, watching a million-dollar Fairchild-Hiller 227-B commuter airliner on final at the year-old Columbia, Mo., Regional Airport.

From Klocek's airport advisory station in the glare-free, control-tower-like radio communications fishbowl overlooking the runway, he can see what's going on while giving pilots landing information. At the old Columbia Municipal Airport, this station was in a back room, where specialists worked with pilots, sight unseen, giving information strictly from flight strips.

"That crosswind is strong," replied Lawrence (Burt) Holt from his enroute position alongside Klocek's station. "Hope that construction crew moves farther back from the runway."

The next sound over the radio speaker was the voice of the commuter airliner's pilot. The pilot advised he would go around and asked that the work crew be moved farther from the runway.

The FSS quickly advised the airport manager at the terminal, who contacted the crew's foreman. The 30-



At Columbia FSS's teletype station, specialist Jack L. Walden briefs a pilot who has asked for weather information. To his left is radar plotting board for marking locations of storms or precipitation. Basic data comes in over the teletype from Kansas City and St. Louis radars.

knot crosswind was reason enough for moving back promptly. By the time the pilot completed another pattern, he was able to bring the plane and passengers in to a safe landing.

FSS Chief Darrell Sherman, showing me around the quarter-million dollar two-story building, said the landing was a good example of the benefits derived from being able to see what is going on.

"This new airport was greatly needed," Sherman explained. "At Columbia Municipal, approaches and departures were right over the city. Future expansion was out of the question. So they built this regional airport 22 miles from Jefferson City, the state capital, and only 14 miles from Columbia."

The region is rich in educational activity, with 22,000 university students coming and going on weekends and between semesters. Columbia, home of the University of Missouri's main campus, also has two co-ed colleges: Stephens (Martha Mitchell is an alumna) and Columbia College. At Fulton, 30-miles away, is Westminster College, where Winston Churchill delivered his "Iron Curtain" speech and the famous abbey is reconstructed.

Football season attracts 60,000 spectators to the games and more than a hundred general aviation aircraft use the new airport. Braving gusty winds, occasional rain or snow or heavy overcast, pilots have learned they can count on Darrell Sherman's FSS crew to get them in and out safely. As with most FSSs, individual productivity continues to grow yearly. Columbia was nominated to compete for "FSS of the Year" and received a group achievement award for work in 1970.

After showing the panoramic view his radio men have, Sherman pointed out the facility's spacious area where pilots get face-to-face weather briefings. Telephone briefing is enhanced also by having the latest meteorological maps and teletypes at eye-level for the specialists.

At the weather briefing station, Carmine Soricelli, who has 21 years of Federal service, was on the telephone closing a flight plan for a pilot. Nearby, Specialist John Herman, with 29 years of service, was getting a weather forecast from Weather Service Office Chief David Horner. Horner's meteorologists occupy the rearward portion of the ultra-modern facility.

Next to the teletype equipment which brings flight data information in to the facility, 20-year veteran Specialist Jack Walden showed us a radar plotting board constructed by Tom Klocek, whom we met at the airport advisory position.

"Data on thunderstorms, snow, sleet or rain comes in over the teletype from Kansas City and St. Louis radars," Walden said. "We mark its nature and location on this map-board with grease pencil so everyone on duty can see it. It's a real boon to pilots."

Sherman then took me into his office, where through a window at his right he could monitor a University of Missouri student taking his private pilot test.

"Tonight Watch Supervisor James Waddell, Fred Randolph, myself and Mrs. Harlene Small—she has been an FSS specialist 28 years—are going to show an FAA movie—'Density Altitude'—and meet with some 95 pilots at Marshall."

I asked the chief about the correct terminology for his crew, since they are sometimes referred to as

"controllers" and sometimes as "FSS specialists."

"All air traffic people, such as our crew, are air traffic control specialists," Sherman explained. "ATCSs are in occupational code 2152, which has three options: station (FSS); terminal (tower) or center."

"For example, Burt Holt, whom you met in the enroute position, just completed nine-weeks of training at the Aeronautical Center. He's back here for a short time, and will soon be on duty in the Wichita Tower."

Sherman then told us about the experienced members of his team who were not on that particular shift. Not aforementioned but helping man the FSS are: Watch Supervisor Robert Davis (with Columbia FSS 30 years); Mark Kretzschmar, Orville Whitworth, Warren (Fred) Randolph and Burt Holt's replacement, Billy G.

Howser.

The crew couldn't wish for deeper aeronautical credentials from a leader. Sherman earned his private pilot license as a college boy in 1939. He was in the aviation cadet program six months before Pearl Harbor, and at war's end was flying DC-4s (C-54s) regularly between Paris and New York. He did some cattle ranching in Colorado, but couldn't stay away from aviation and joined the CAA in 1952.

Having seen and photographed this model FSS, I returned 835 miles due east, via St. Louis' sky-piercing concrete Jefferson Memorial Arch (Gateway to the West; Backdoor to the East).

FAAers can be proud of Central Region's new Columbia FSS.—Photos and Article By Thom Hook.



Through the window to the right of his desk, FSS Chief Darrell R. Sherman can monitor visitors taking airmen's examinations at the facility serving the new Columbia, Mo. Regional Airport. He has had a pilot's license since 1939.

Specialist John J. Herman (left) and Weather Service Office Chief David Horner discuss the forecast for the coming day at the pilots' briefing desk. Herman has completed 29 years of Federal service. Meteorologists occupy space to Chief Horner's right.



Specialist Carmine Soricelli stands at the briefing desk where complete weather information is at eyeball level when advising a pilot about to plan a flight. He has been with Columbia FSS (at both airports) for 14 years.

Specialist Lawrence (Burt) Holt (foreground) mans the enroute position in communicating from the FSS to pilots while Chief Darrell Sherman chats with Specialist Tom Klocek, seated at the airport advisory station.



Twelve years ago this month, 13 FAA air traffic control specialists arrived to take over the Air Force-operated Guam Center—now the combined ATC Center and Radar Approach Control facility (CERAP).

Since then, the agency force manning the CERAP, two Airway Facilities Sectors, Contract Maintenance and Supply Sections plus the International Flight Service Station there has grown to 139 employees.

Their wives and dependents are part of a typically American community of 100,000 people who thrive among the tall, graceful palms, broad-leafed banana plants and breadfruit trees.

But when the island's fine golf courses no longer turn you on, pig and deer hunting or fishing leave you

cold and Little League baseball and football activities don't stir you, what should you do?

"Learn to fly," advises Connie Wiedemier, comely brunette wife of John Wiedemier, Guam IFSS controller. She recently became the first FAA employee dependent on the island to earn a private pilot certificate. She plans to continue training, with the idea of qualifying for commercial and flight instructor ratings.

Getting a private pilot ticket on Guam isn't as easy as it might sound. Five months out of the year, beginning in July, Guam gets some of the world's worst flying weather—it's the typhoon season.

Cross-country training also is limited, because land masses in the Western Pacific are noted for their short

On a tiny island in the Pacific, the wife of an FAAer finds...

Guam Flying Is Fun

Snug in her island home, controller's wife Connie Wiedemier reads a book to son, John, and daughters, Deanna and Diane May.



Assistance in preparing dinner is given Mrs. Connie Wiedemier by daughter Diane May, who also supplied art decor on wall to right of broiler.

supply. Thus, an island-earned private license can't be endorsed for cross-country flying, so a pilot has to be checked and certified for that privilege in an area where competence can be demonstrated safely over land.

Connie Wiedemier's flying lessons, taken through the Agana Naval Station Aero Club, had to be sandwiched in between never-ending family routine, civic and social responsibilities—the FAA Wives Club, her church and her sorority—and similar activities.

She recalls soloing after only 11 hours of instruction from club instructor Wilbur Jackson, a one-time New Mexico fixed-base operator. That first solo flight etched itself in Connie's mind because of an "incident" that quickly introduced her to the unusual aspects of air traffic control radio communications.

While making her final approach to land at Agana over Apra Harbor her first shaky time up alone, Connie heard a strange message over her radio speaker. Instead of the usual words like "cleared to land," or "report three-mile final," the voice seemed to be saying: "Water in the well! Water in the well!"

Thoroughly confused, Connie talked over the microphone and learned that a Navy amphibian landing in the harbor was radioing that it was taking water aboard through its wheel wells. The Navy plane was anxious to reach Connie's "Cessna on final approach" so she might relay the nature of the emergency to the tower.

The message got through, and help arrived before the amphibian could sink among the jade-green coral reefs. Connie landed as if the incident were all part of learning to fly.

Just prior to last Christmas, Connie wasn't the only one to earn her private pilot certificate. Electronics Technician John Tucker also passed his tests that day.

Now Mrs. Wiedemier and Tucker have joined Guam's active pilot ranks, which grow in number each year.

Photos by Roy N. Pickett, Assistant Chief, AF Branch, Guam Area



Seeing that the Guam flying club's Cessna 150 training plane's left tank is full, Mrs. Connie Wiedemier secures gas cap during pre-flight as club flight instructor Wilbur Jackson stands by.

CERAP controllers Donald Hicklin, Clarence Ogasawara, Lowell Blanton and Gerald Coleman are all accomplished pilots. Franklin Stobbe, former Sector Chief now with FAA at Grand Junction, Colo., earned his private license on Guam, as did John Pratt of Guam's Airway Facilities Sector 223.

Area Manager George T. Harris is a one-time command pilot who used to fly F-86 Sabrejets. Harris encourages employees and their dependents to take advantage of the Navy Aero Club, which welcomes all military and civil service personnel and dependents to membership.

Recently the Aero Club added a Beech T-34 to its roster for use as an aerobatic trainer.

What next, Mrs. Wiedemier? Loops? Cuban Eights? The Lomcevak?—By Lowell D. Blanton, CERAP Controller.

At the controls of a Cessna 150, Mrs. Connie Wiedemier gets set for a hop around Guam island's 206 square mile area. She's the first FAA dependent to earn her private license on Guam.



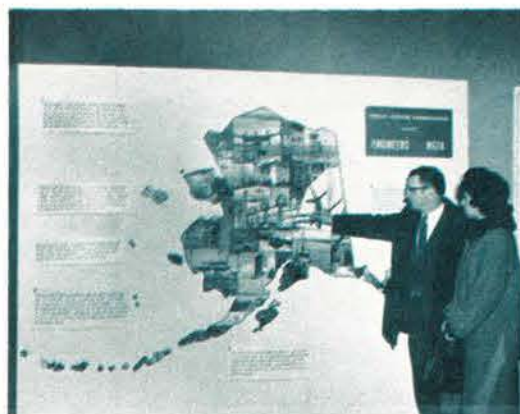
FAA FACES & PLACES



FAA'S HELPING HAND—Contributions by personnel at the Fairchild RAPCON (Spokane) to a local school for exceptional children helped make it possible for Tommy Chandler, age 13, to read a newspaper to RAPCON Chief Roy McElroy and his secretary, LaVonne McFarland. Before Tommy attended the school, counselors said his brain disfunction precluded reading.



HECTIC TOWER—It's business as usual for Controller Al Powers as he talks on the telephone and Controller Leonard Allmon (back to camera) checks traffic at Meacham Field, Fort Worth. Workmen at right are inserting lead shims and replacing glass panel of cab which broke unexpectedly several times due to stress from ground settling. The lead shims are expected to correct the breakage problem.



AGENCY ON MAP—Equipment and facilities promoting air safety were displayed at the Anchorage Fine Arts Museum recently. Airway Facilities Division Chief Richard Young shows exhibit to his secretary, Mrs. Joyce Daney.



ALASKAN POW WOW—At the National Congress of American Indians' five-day convention in Anchorage, Air Traffic Controller Frank Haldane (left), a member of Alaska's Tsimshian Indian tribe, was chosen to represent his people at the meeting. Here he chats with Don Wright, president of the Alaska Federation of Natives and Blanche Palin, representing the National Congress of American Indians in the nation's capital. Haldane joined the agency (then the CAA) in 1949 as a flight service specialist.



CHICAGO INFORMATION CENTER—Gals assigned to Central Region Headquarters look over some of the material available at the Chicago Information Center maintained at the office. Similar information centers are located in Cleveland and Minneapolis. From left to right are: Jewel Freeman, Joyce Quisenberry and Pat Young. Information includes data on the Chicago metropolitan area, availability and cost of housing.



TWIN-OTTER TOUCHDOWN—Aviation officials brought to NAFEC near Atlantic City by Gen. Gustav E. Lundquist, Associate Administrator for Engineering and Development, watch a short takeoff and landing (STOL) aircraft which has made its approach using a portable instrument landing system being tested at NAFEC.



SLIDE/RAFT BUOYANCY TESTS—Discussing slide/rafts at the American Airlines Academy, Fort Worth, are FAA Aerospace Engineers Gary Wullenwaber (left) from Oklahoma City and Richard A. Johnson from Washington Headquarters.



CANADIAN CLUB—Successful float test for Beech D-18 leading to FAA certification of Canadian-modified multi-engine seaplane is discussed by (from left): FAA Test Pilot Norman Glenn; Ben Rock, Chief, Teterboro, N.J. EMDO; David Hmiel, FAA Test Pilot, and Robert Eiler, of Bristol Aerospace, Ltd., Winnipeg.



AREA NAVIGATORS—Participants in a Kansas City, Mo., conference on low-altitude area navigation (RNAV) planning included FAAers from Centers at Cleveland, Chicago, Kansas City, Great Falls, Minneapolis and Indianapolis. At work in this group are (from left): Daniel (Ed) Barrow, Central Region Deputy Director; M. W. Keplinger and Forest Nothnagel, both from Kansas City Center, and Bert Bates from the regional office.



WARN LOW-FLYERS—Parts of an aircraft warning system consisting of three banks of white, high-intensity flashing lights for towers carrying power lines across the Mississippi River are checked by Joseph Vivari (right), project manager and Leonard Damon, of the Edison Electric Institute.



TWELVE STORIES HIGH—From the newly completed Long Beach, Calif., Municipal Airport Tower atop a 120-foot high concrete shaft, ATC Specialist Jim Lindsay (foreground) and Evaluation and Proficiency Development Specialist Jack Ryan get a much improved view of runways and taxiways.



VISITORS FROM HOME—Students from the Republic of China learning to become controllers at the FAA Aeronautical Center recently were visited by officials from their native land: Richard Tien (third from left, standing), that nation's air traffic control chief, and C. Hwa (far right, standing), Deputy Director of the Chinese equivalent of FAA. Pictured from left: Student Roger Lu, AT Branch Chief Fred Marks, Tien, ATC Instructor A. E. Reynolds, Hwa, (seated) John Kian and Fred Pan.

You Said It!

For Retirees, Too . . .

"The first two issues I have received are super. Really like to read them. I correspond with the ex-chief of the Tucumcari, N.M. FSS and he is always wanting news about the agency. Could the magazine be sent to retirees?"—*Donald E. Jicka*, Hayward, Calif.

Retirees wishing to receive the FAA WORLD should address their requests to the public affairs office in the region in which they live. Extra copies are provided to regional offices for this purpose.—Editor.

An Improvement

"I think the FAA WORLD is a big improvement over the old FAA HORIZONS. Thanks—and keep up the good work."—*Raymond L. Freetage*, Cleveland ARTCC

A "Picker-Upper"

"I have found the FAA WORLD to be of great interest and have thoroughly enjoyed reading the issues that have been sent to our home. It was a real 'picker-upper' for me as my husband had just left for nine more weeks of school in Oklahoma City. I commend you on the consideration given to FAA families by having the issues sent directly to the home."—*Mrs. Shirley Lash*, Eudora, Kans.

Cover to Cover Readers . . .

"Few magazines are read cover to cover on their day of arrival at our home except for FAA WORLD since it started. We all read it and enjoy it very much."—*J. R. Tye*, ATCS, Spokane.

A Wide, Wide World . . .

"Congratulations to you and your staff for the excellent manner and coverage in presenting articles in the first two issues of FAA WORLD. Even after serving with the FAA on both sides of the world—Vietnam and the U.S.—I never realized we were such a wide, wide world. 'FAA's Mountain Men' in the February issue was just

tremendous. Reminds me of Midwestern winters in days gone by. My congratulations for a job well done and to be sure I don't miss an issue, here's my change of address for your records."—*Donald J. Schaefer*, ATCS, Palmdale, Calif.

"Your FAA WORLD is an outstanding FAA publication. Please keep it exactly as it is! Good work."—*Sam Heuertz*, Charlotte, N.C.

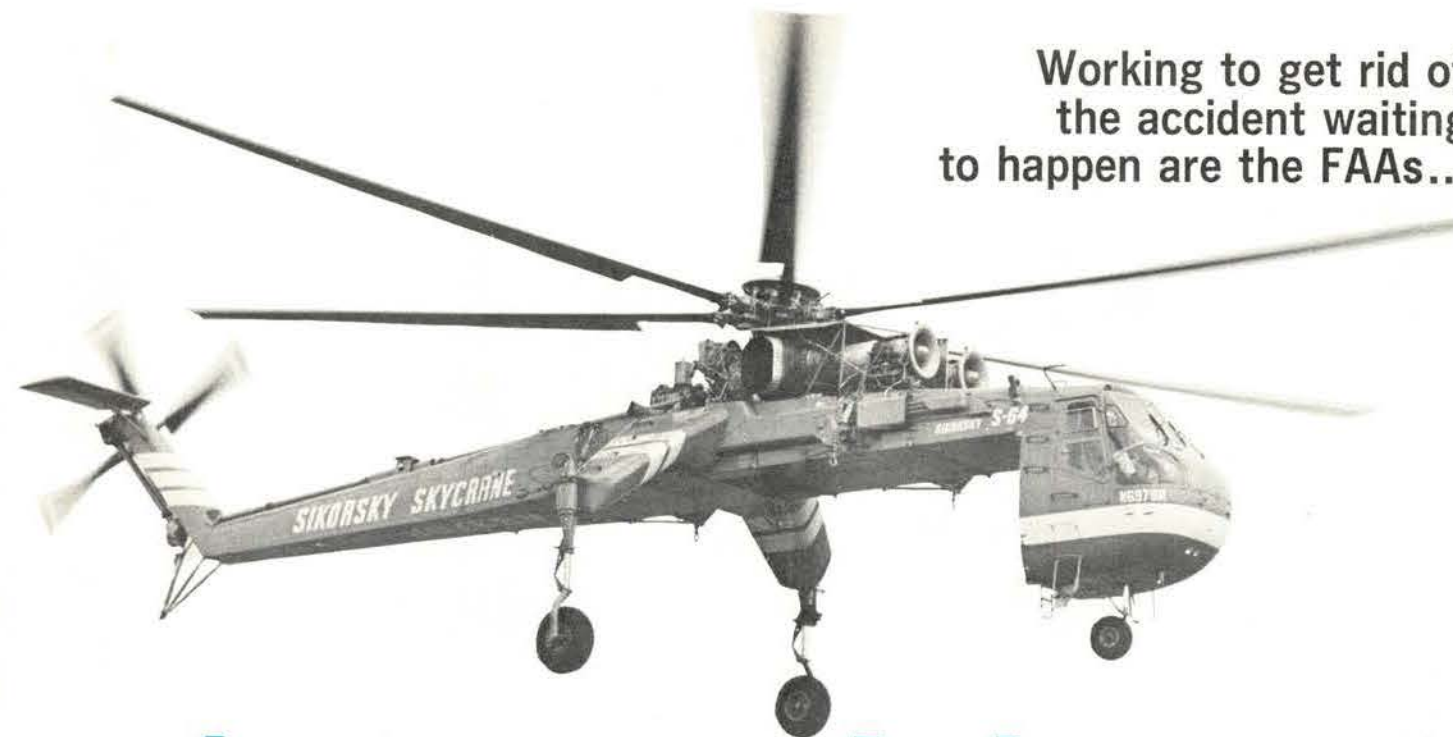
Join Aviation News?

"Why send FAA WORLD to each employee when one publication to each facility as the FAA Aviation News is now done would do the job. Your publication could even be joined into FAA Aviation News to make one good publication and much money would be saved in mailing."—*George H. Myers*, Sparks, Nev.

Although we appreciate your comment, George, we're afraid we'd lose some of our non-flying readers if we "joined" FAA Aviation News, which is aimed primarily at pilots.—Editor.

DROP US A LINE!

The Editors of FAA WORLD would like to hear from you. Do you have a story you would like covered? Do you have a comment on something contained in FAA WORLD? Is a question bugging you? Send your comments, questions and suggestions to: Editor, FAA WORLD, MN-30, 800 Independence Ave., Washington, D.C. 20590.



Working to get rid of the accident waiting to happen are the FAAs...

Inspectors At Large

It started when an airliner's engine failed during a transatlantic flight. The plane made a safe but unscheduled, emergency landing at New York, and the faulty engine was rushed to the Pratt and Whitney plant at Middletown, Conn.

Here FAA inspectors, company engineers and mechanics worked around the clock to determine what caused the engine to fail.

When the cause was finally found in an engine assembly, the FAA moved fast. Production on this particular engine was stopped immediately. Telegrams were dispatched to all users of the engine advising them to initiate special inspections.

The situation was corrected before any more trouble erupted and soon inspections of the engine assembly were routine once more. Now, all around the globe, thousands upon thousands of hours of safe flying are being logged with that type of engine.

This is part of the job done by FAA inspectors at the South Windsor, Conn., Engineering and Manufacturing District Office, but George Deering, Principal Inspector at Pratt and Whitney, emphasized that this kind of emergency inspection is the exception rather than the rule.

Deering pointed out: "It is our routine day-to-day checks and our annual system inspections that save inspectors from spending much of their time on emergency investigations.

"Sure, things get exciting when there's trouble, but it's our job to eliminate trouble before it happens. We

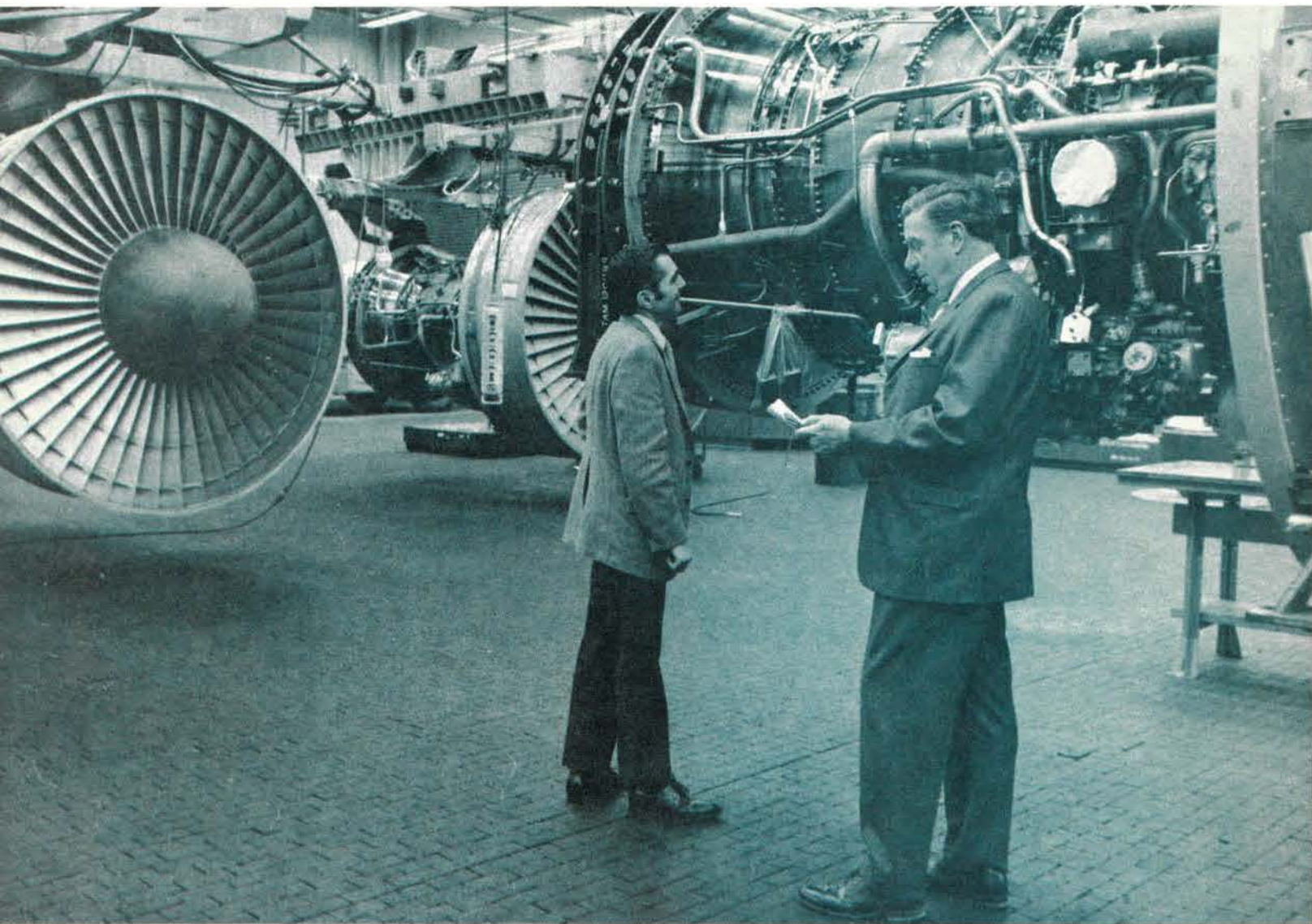
spend most of our time at manufacturers' facilities in the district doing just that."

Deering explained that inspectors spend about 90 percent of their time "on location" at production plants.

I talked to Deering at the Sikorsky plant, where he and manufacturing inspectors Larry Tallman, Hugh Brady and Raymond Gonzalez looked very much at home in the Stratford, Conn., plant. They told me that they were spending three weeks at the helicopter plant, living in a nearby motel "like traveling



Going over a check list in the "front office" of a Skycrane capable of lifting 20,000 pounds are manufacturing inspectors Hugh Brady (on steps) and George Deering.



Dwarfed by huge engines used in the superjets are Manufacturing Inspector Al Santarelli and Pratt and Whitney officer Dan Lange. Lange, a designated manufacturer inspection representative for FAA, is authorized to sign airworthiness certificates for export.

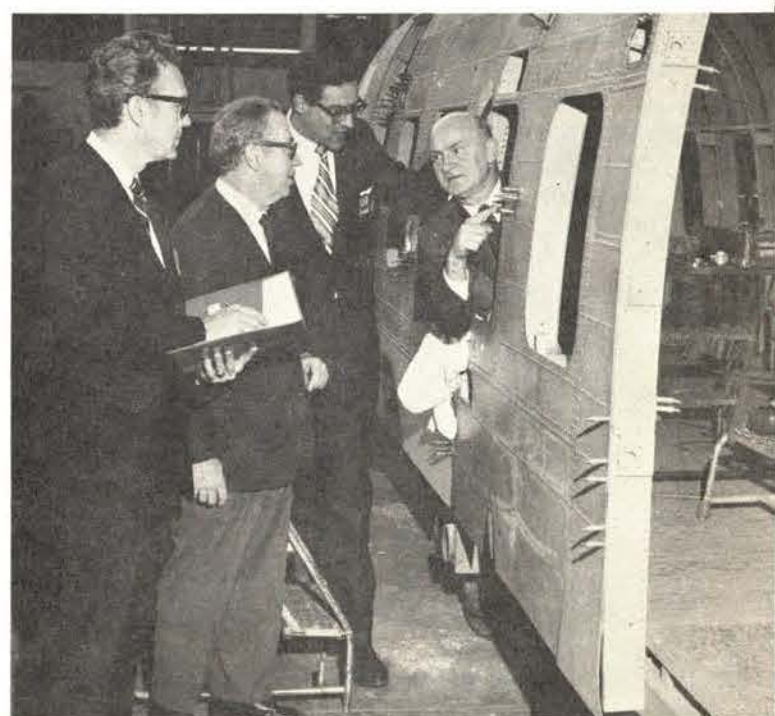
Taking a look at things on the assembly line at Sikorsky are (from left) Manufacturing Inspectors Hugh Brady, George R. Deering, Raymond Gonzalez and Larry Tallman.

salesmen" while they did an annual audit of the firm's manufacturing system.

By carefully going over the company's procedures, the four-man team derived a detailed production picture. "Quite simply our task is to make sure the system is one that works," said Tallman.

After leaving Sikorsky, I drove to the district office where the "big picture" was sketched for me by EMDO Chief Henry G. Smith who has been with the agency for 29 years. Before that he flew an old Grumman "Grey Goose" for members of the J. P. Morgan family.

"The primary job of the EMDO breaks down into two parts," Smith said. "First we check the production system to make sure that manufacturers with production certificates continue to be capable of turning out



Leaving the FAA office on their way to work are Manufacturing Inspectors Walter Weymouth (left) and Raymond J. Morin. The inspectors at the EMDO spend about about 90 per cent of their time at manufacturing facilities.



Going over some details of his inspection programs is EMDO Chief Henry G. Smith. With him is secretary Mary Ann McCann.

a quality product. Then we check to see that the approved system is being followed.

"The team at Sikorsky is there checking their system to make sure it is as good or better than it was when we certified them."

He explained that during an annual audit, called a Quality Control System Analysis and Review, FAA inspectors studied the firm's manufacturing process, its quality control system, non-destructive inspection techniques, the manner in which complaints are handled and airworthiness of parts purchased from other manufacturers, among many, many other details.

"Inspectors also check to see that the approved system is being followed on a day to day basis," Smith said. "We know that they have the setup to turn out

a quality product. We just make sure they follow the system the way it's advertised."

When we stopped for lunch on our way to the sprawling Pratt and Whitney plant in Middletown, other inspectors joined us and I learned that although the work with manufacturers consumed most of the men's time, they were also responsible for issuing airworthiness certificates to amateur aircraft builders for "home-builts."

"All in all we have about a hundred home built projects going right now," said Ray Morin, FAA Principal Inspector for Sikorsky and himself a home builder. "Each one necessitates three inspections. It takes time." And he added, "We get quite a variety of aircraft to look at including balloons."

Smith nodded and elucidated, "It's all part of our job, making sure that the aircraft and its components are safe, whether it is a single-seat home built or a jet capable of carrying hundreds of passengers."

"That's how we fit into the agency's over all aviation safety mission. And that's how we contribute to a national air safety record that's getting better year after year." —By Theodore Maher



At work in the South Windsor, Engineering and Manufacturing District Office are Mary Ann McCann and Sandra Gianuzzi.

Engineering & Manufacturing District Offices

Eastern Region

Melville, N.Y.; Harrisburg, Pa.; Teterboro, N.J.; South Windsor, Conn.; Vandalia, Ohio; Cleveland, Ohio.

Southern Region

Atlanta, Ga.; Miami, Fla.; *Satellite Offices*—Savannah, Ga.; Nashville, Tenn.; Mobile, Ala.; Vero Beach, Fla.

Southwest Region

Tulsa, Okla.; Fort Worth, Tex.; San Antonio, Tex.

Central Region

Muskegon, Mich.; Indianapolis, Ind.; Wichita, Kans.; Detroit, Mich.; Kansas City, Mo.; Chicago, Ill.

Western Region

Burbank, Calif.; Long Beach, Calif.; Los Angeles, Calif.; San Diego, Calif.; Seattle, Wash.

DIRECT LINE

Q. I have 28 years of creditable service and one year's worth of sick leave. If my position is abolished, will I get credit for the one year of sick leave towards retirement if I choose to retire?

A. Yes, for purposes of annuity computation. BUT you must first meet the eligibility criteria for retirement which are shown in your Certificate of Membership in the Retirement System and in paragraph 57 of the Employee Benefits Handbook, 3800.5A. Then, your unused sick leave will be added to your creditable service when your annuity is computed by the Civil Service Commission. Paragraph 62 of the handbook contains an example which computes unused sick leave in with other creditable service.

Q. Are there any plans to upgrade field secretaries at Airway Facilities Sectors who have numerous "pressure" facilities within their area of consideration and where almost all of the technicians were recently upgraded due to these same pressure facilities?

A. The agency has no plans for the issuance of guidelines which would authorize upgrading of field secretaries at Airway Facility Sectors which have pressure facilities within their area of jurisdiction. Civil Service Classification Standards governing classification of electronic technicians provide that the work environment in which the technician performs his work is proper for consideration in determining the allocation of the position. Civil Service standards governing the allocation of field secretaries are based on other factors.

Q. I recall seeing a Notice which stated that at retirement a maximum of 30 days of annual leave will be paid in cash. If this is so, how long has this ruling been in effect and are there any exceptions—also, what handbook section covers this?

A. At retirement, an employee is entitled to a lump sum payment for accrued annual leave up to the amount he was authorized to carry forward into the leave year in which he retires. For most employees, the limit is 30 days. (Reference Handbook

3600.4, paragraph 15, annual leave accrual limits; paragraph 90, lump sum payments.)

Q. This concerns the Directed Study correspondence courses administered by the FAA Academy in Oklahoma City. After all the lesson examinations for a course are completed and if the grade average is 70 or higher, satisfactory completion credit is given the student by the Academy through some of the FAA regions. In other regions, a timed final examination is given under close supervision. This can adversely affect an employee's career in the regions which require the final examination should he not attain the 70 minimum score whereas a man working in a region not requiring the final examination would receive credit for the course even though he was unable to pass the supervised final examination.

A. The use of supervised final examinations in Directed Study courses is governed by Airway Facilities Maintenance Technical Training Handbook 3000.10, Section 66. Briefly, Airway Facilities Maintenance employees of all regions are required to take supervised final examinations upon completion of all Directed Study courses which count toward eligibility for resident training. Such courses would include those required as prerequisites to other courses listed in the FAA Catalog, and those required as component courses of integrated training program. There is no other national policy covering the use of supervised final examinations. However, three of the regions (WE, SO, and SW) require their personnel to take the final examinations under supervision if they desire to receive credit for any course for which a supervised final examination exists. When any Airway Facilities employee from the above three regions enrolls in one of the few courses which contain a supervised final exam, the Academy automatically forwards to his supervisor a sealed copy of the final exam at the appropriate time. No distinction is made as to whether the course is mandatory or is being taken solely for self-development. We agree with you that there should be a uniform, national policy governing the purpose and application of final examinations intended to be taken under supervision. Action has been initiated in this regard, by the Office of Training, in a letter to AC-1 on 16 February 1971. Thanks for bringing this problem to management's attention.

DIRECT LINE welcomes your questions. If something's bugging you and you've been unable to get help through regular channels, send us your letter. We'll do our best to get you a straight-from-the-shoulder answer. Letters should be sent to DIRECT LINE, FAA WORLD, 800 Independence Ave., Washington, D.C. 20590.

What's New at HQ



CAREER LEGISLATION INTRODUCED . . . At press time, the Secretary is preparing to forward to Congress the new Air Traffic Controller Career bill. Essentially the same as that submitted last year, the bill would establish eligibility for optional retirement at age 50 with 20 years service in air traffic control or at any age with 25 years of such service. When the above provisions are met, retirees would be guaranteed a minimum of 50 per cent of their average salary for the high three consecutive years of service. This would not apply to those retrained for a second career under the provisions of the bill, which stipulates that up to two years of such training would be provided for career controllers who must be displaced from a particular facility or removed from ATC duties altogether for reasons of safety, efficiency or the protection of the employee's health. The age of 55 would be the maximum for controllers. However, the Secretary could authorize retention of a controller through age 60 on the basis of his exceptional skills and experience. The Secretary, with the concurrence of the President's designated agent, would set the maximum age for entry into the air traffic control profession. This would be set at age 30, but could be extended to 35 for applicants with previous work experience. Estimated cost of the bill would be \$17.6 million for fiscal 1972, rising to \$35.2 million for fiscal 1976. Effective date of the legislation would be 90 days after enactment.

OF INTEREST TO EMPLOYEES . . . The Secretary has sent to Congress a bill authorizing payment of expenses for preparing and transporting to home or place of interment the remains of a Federal employee who dies while performing official duties in Alaska or Hawaii. This reinstitutes an authority that existed from 1940 to 1959 when the two states were territories. The proposed bill would correct a situation considered by FAA management as an oversight in the law. Similar legislation was proposed by DOT and/or FAA in each of the last five Congresses...If some of your Federal service performed after 1954 was excluded from credit for retirement eligibility and annuity computation, check into the matter again. Recent legislation changed the whole picture, particularly if you worked for the Census Bureau, Federal Land Bank, Federal Deposit Insurance Corporation or U. S. Postal Service...Mark March 1972 on your calendar; that's the date by which a CSC task force will make its recommendations on Federal pay and job evaluation system legislation...A number of changes will soon be made in the Federal Register, including summary highlights to make it more useful to researchers...Hearings have been set in Congress on May 12 on a bill to extend the scope of medical coverage for Federal Employees and their families and increase the amount of Government contributions toward premiums.

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A PREFAB TOWER IS BORN

Safe separation for some 6,000 flights a week is provided by recent commissioning of the FAA-staffed, Los Angeles County-owned temporary control tower for the El Monte Airport.

These photos show the prefab's eight-hour assembly: (1) An 18-inch-thick foundation slab is laid. (2) Bottom module—the tower chief's office—is hoisted from trailer. (3) Outside steel stairs fasten beside doors into each 10-foot-wide and -high by 12-

foot-long module. (4) Third module is equipment and ready room. (5) Tinted glass of 13-foot-high cab is covered in transit. (6) Job's done in a day—fully commissioned in two weeks.

Tower Chief Patrick O'Sullivan's staff—controllers Dale Choppin, Doyle Henderson, Jerry Fisher, Larry Iacoucci, Ron Swope, Jack Williams and Tom Pucket—handle as many as 700 operations weekdays and 1,500 daily on weekends.



Seen with the El Monte Tower crew on a recent foggy day are Chief Patrick O'Sullivan (with binoculars) and (from left) Jack Williams, Doyle Henderson and Dale Choppin.

