FAA WORLD

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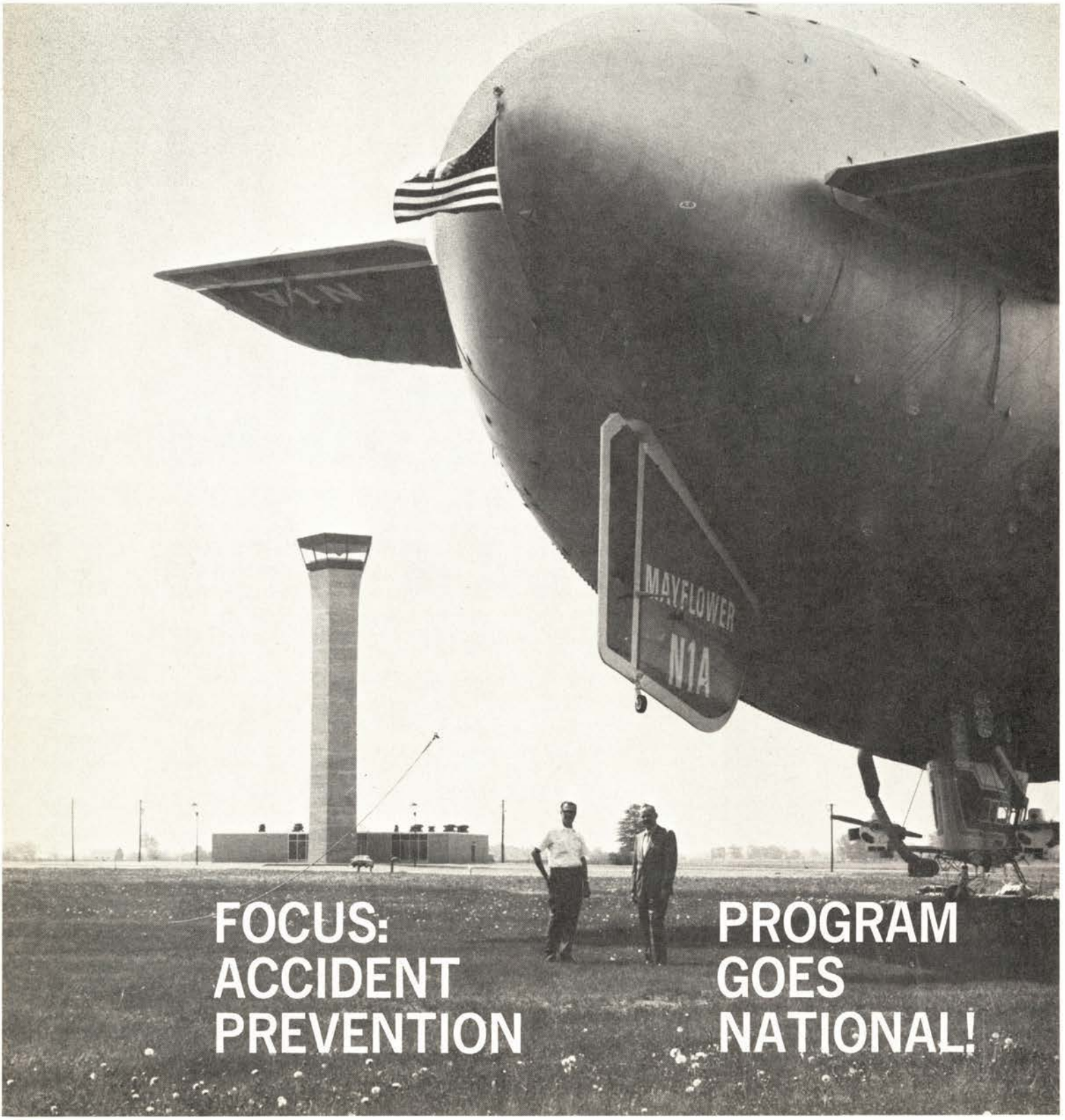

FOCUS: ACCIDENT PREVENTION

PROGRAM GOES NATIONAL!

Secretary of Transportation, John A. Volpe/**Administrator,** John H. Shaffer/**Associate Administrator for Manpower,** Bertrand M. Harding/**Editor,** Clifford Cernick/**Associate Editors,** Thom Hook and Theodore Maher/**Editorial Assistant,** Carol Lencki.

JULY - 1971

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What's Inside

The Cover: responsibility for air safety extends to all types of aircraft, including blimps. The new 120-foot high Indianapolis Tower that will be in operation by February is in the background as Accident Prevention Specialist Willard Pederson (right) chats with a crew member of the *Mayflower*. Waivers to fly as an aerial TV camera platform are granted by Indianapolis Flight Standards District Office. *—Photo by Thom Hook.*

Accident Prevention—Whose Job?

Aviation safety is the primary mission of the FAA and among the foremost missionaries for that cause are the agency's nationwide corps of accident prevention specialists and the staffs of the General Aviation District Offices.

The story of FAA's expanded accident prevention effort, recounted in this issue of the FAA WORLD, describes the activities of some of the accident prevention specialists charged with the task of reducing the toll of lives and property damage caused by aircraft accidents.

Is this their job alone? We hope you do not think so. The responsibility for aviation safety is far broader. For example, a cardinal feature of the agency's intensified accident prevention program is the manner in which it enlists the aviation community and the aviation industry as partners with the FAA in the air safety crusade.

Safety improvement reports have been provided at convenient locations at airports so they can be filled in by pilots, agency personnel or by members of the public to call attention to situations considered hazardous to aviation. Several hundred of these reports have already been received and all of them have either been acted on or are under active consideration.

The aviation industry, through its programs of research and development, is seeking to provide better, safer planes and better equipment. We believe that many lives will be saved by the crash locator beacons which will greatly assist in rescue operations.

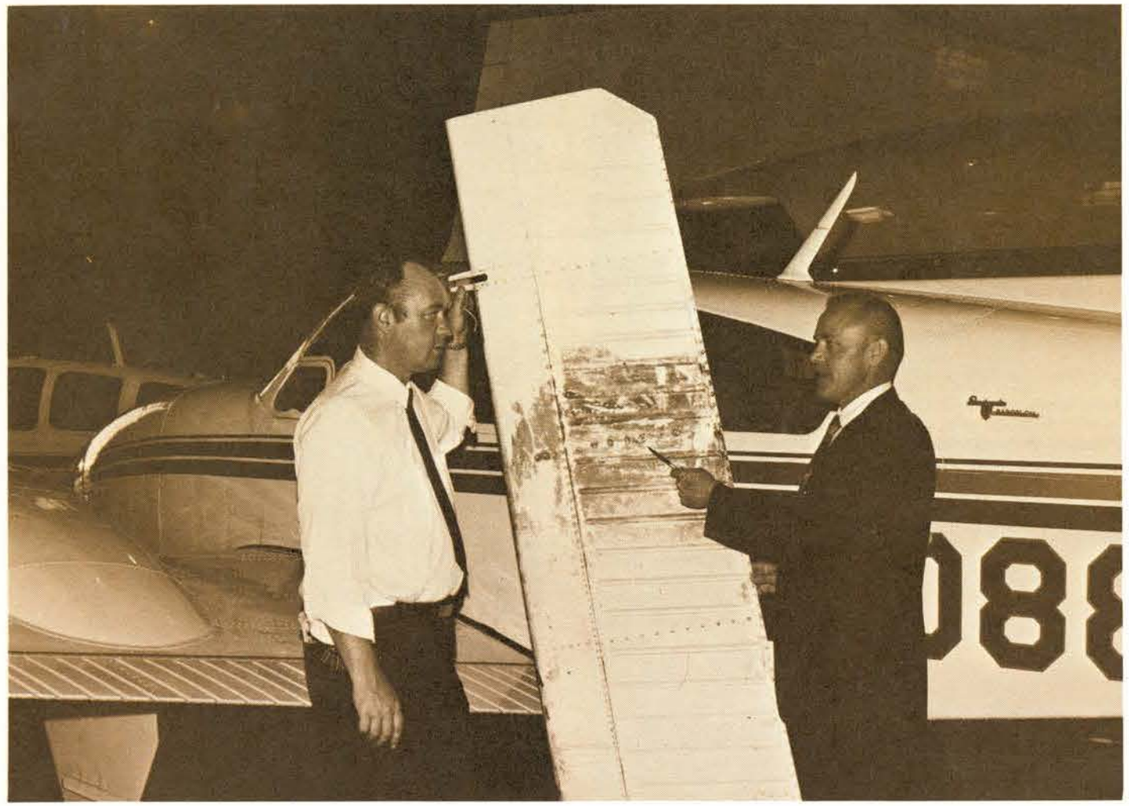
Better pilot training, improvements in air traffic control technology and navigational aids offer further promise.

The appointment of 81 accident prevention specialists nationwide under this new program is a major step that should result in safer flying. Already, there are encouraging signs that general aviation accident statistics are improving. Last year, the number of fatal general aviation accidents and fatalities showed a perceptible drop at a time when the number of aircraft and airmen and the volume of flight activity continued to increase.

But none of us should be lulled into a sense of complacency by the statistics, nor should any of us be satisfied with them. One accident—one life lost—is one too many.

John H. Shaffer

Administrator



Corrosion discovered on an annual inspection of a Beechcraft Baron by service manager George F. Wright (left) is shown to FAA Lancer Pete Pederson, who will pass the example on at pilot clinics as an excellent reason for making complete preflight inspections.

SAFETY IS NO ACCIDENT

On or off the podium, Willard L. (Pete) Pederson is persuasive. In the cause of general aviation or accident prevention, he takes on an evangelist's fervor—because, in truth, Pederson and his colleagues are part of a determined nationwide FAA crusade to stem the air accident toll.

Pederson, one of FAA's 81 accident prevention specialists (APSs), is assigned to the Indianapolis Flight Standards District Office. He is responsible for accident prevention programs in the southern two-thirds of Indiana and works closely with the specialist responsible for the state's northern third.

Let's look in on Pederson and his colleagues during a typical anti-accident campaign.

On a recent afternoon, Pederson arrived in West Lafayette, Ind., in a station wagon loaded down with aviation safety pamphlets, audio-visual equipment, tables and easels. Three other accident-fighters joined him in West Lafayette: Chester (Chet) Davidson of Kansas City, Donald J. Muzeroll of South Bend and Charles D. Valdez of the Aeromedical Education Branch, Civil Aeromedical Institute, Oklahoma City. The latter, an honorary APS, lectures at safety meetings throughout the nation.

All four men wore trim gold blazers bearing "FAA Lancer" shields proclaiming their accident-fighting mission. Like most of their colleagues, the Lancers average 45 years of age, have around 9,000 hours and 25 years of flying experience each. They all hold current flight instructor's certificates. And they all love their work.

The four drove to Purdue University's airport in the FAA Lancer van—actually a mobile public address system. A crowd of 75 pilots showed up for the locally-sponsored FAA flight demonstration.

Latest pattern flying techniques were demonstrated by Muzeroll and a local flight instructor. Communication from the plane was broadcast over the van's sound system, with Muzeroll explaining the aerial demonstrations. Information on proper piloting techniques

Certificates of Recognition to local broadcast and television media reporters are presented by safety "evangelist" Pete Pederson to aviation clerk Mary Lou Janz, who will send them to the Great Lakes Region in Chicago for signing by George W. Wagner, acting Flight Standards Division chief.

A "flight save" report made by an ATC Specialist on the staff of the Indianapolis Flight Service Station is discussed by Pete Pederson with FSS Chief Roy L. Messmore. Pederson will review the report and counsel the pilot concerning flight techniques to further improve general aviation safety.

was furnished intermittently by Pederson and Davidson from the van.

Later, in a Purdue auditorium, the Lancers presented the second part of their program. Included was Pederson's 55-minute slide presentation on terminal control areas, one of some 25 programs he has available, tailormade for various localities and audiences. Other subjects he presents include "The Deadly Stall," "Density Altitude," "Weather Info Guide for Pilots," "Safe Landing Principles," "Fuel Contamination," "Know Your Aircraft" and "Carburetor Icing."

Safety tips stressed included the importance of "having your head on a swivel" in busy areas and at uncontrolled airports where accidents can beset the unwary pilot.

One of Pederson's slides showed the tail of a T–28 North American ripped from a plane's fuselage in a mid-air collision. Pederson himself parachuted to safety following that midair some years before, at a time when too much traffic was using a military air-

At clinic for Purdue Pilots Club Charles (Chuck) Valdez (center), FAA Lancer from the Aeromedical Education Branch of the Civil Aeromedical Institute at Oklahoma City, makes a point about vertigo and how pilots can put their planes into a spin through sensory illustration. Accident Prevention Specialist stands by to help the lady pilot volunteer at the end of her demonstration in a "Barany" chair.

field—a situation later corrected.

Then Valdez entertained and educated the audience with examples of sensory illusions and optical tricks projected on the screen. He demonstrated the "Barany" chair—simply a stool that whirls volunteers to demonstrate the tricks a pilot's senses and his inner ear can play on him when points of reference are lost.

About 10 p.m., following the usual question-and-answer period, the Lancers closed the program and carried their equipment back to the van. By 10:30, their formal workday over, the foursome relaxed another hour at the motel, swapping ideas gleaned from other accident prevention meetings.

Accident prevention specialists display the eagerness and enthusiasm of college students rushing new pledges. And they are "rushing" pilots to take this pledge: improve air safety.

The next morning, Valdez returned to Oklahoma City. But Davidson, Pederson and Muzeroll "trod the

Collation of safety literature on the Accident Prevention Program for Pete Pederson's upcoming evening programs at Purdue Airport and at the university is made by Marie Milligan (left) and Mrs. Marcia Cross. Both are clerk-stenographers at the Indianapolis Flight Standards District Office.

Program for flight demonstration at Purdue University is discussed by Accident Prevention Specialist Don Muzeroll (center) and Regional Coordinator for the program Chester (Chet) Davidson at the university airport. Pilot at left is an instructor from local fixed base operator, one of several sponsoring the evening's program.

boards" again at a pilot's meeting in Crawfordsville. The night after that, Pederson conducted the fourth of seven evenings in a 15-hour course on aviation weather at Bloomington.

Pederson discussed with me the significant accident downtrend in Indiana, one of the states included in the Central Region's test of the accident prevention program which began three years ago.

"In the years between 1968 and 1969, a period when registered aircraft increased from 1,948 to 2,079 in Indiana, general aviation accidents in the state dropped from 62 to 52," he told me. "The following year, accidents dropped again—from 52 to 47—even though the number of registered aircraft climbed by 121 planes."

The same encouraging statistical picture is beginning to emerge in other areas according to the man in charge of coordinating FAA's nationwide general aviation accident prevention program—James W. (Pete) Campbell.

The older Tripacer aircraft muffler now costs twice that of a Cherokee muffler, points out Vernon A. Mickelson (left), general aviation maintenance inspector at Indianapolis FSDO. He shows Accident Prevention Specialist Pederson how improper welding to repair an old muffler can bring fatal carbon monoxide leaks.

Some 75 pilots gathered at 6 p.m. for a flight demonstration involving the FAA Lancers van with public address system linked with plane demonstrating proper piloting techniques. APS Pete Pederson mans the microphone here while Specialist Don Muzeroll and local pilot are flying the pattern prior to another landing and takeoff demonstration.

"Statistics show a reduction in fatalities of one person per thousand of registered aircraft during the test period," said Campbell, a special assistant to James W. Rudolph, Director, Flight Standards Service.

Under Campbell's leadership, FAA's accident prevention activities have zoomed. In the three-month period since he took the helm in the agency's accident reduction crusade, pilot safety meetings soared from 130 to 345. Courtesy flight checks rose from 28 to 73. Individual safety counselings jumped from 337 to 1,910. Safety Improvement Reports received rose from 85 to 334 and the number of these reports resolved jumped from 59 to 211. Flight assists handled went up from 101 to 307.

"Our specialists travel 60 per cent of the time," Campbell said. "All of them are extroverts and all of them enjoy being teachers and helping their fellow pilots. To a man, they are constantly on the lookout for better ways to promote aviation safety."

Article and photos by Thom Hook.

After a two-mile climb up a densely wooded mountainside, members of this accident investigation team examine aircraft wreckage. From left are FAA Inspector S. W. (Jim) Scolaro, NTSB investigator Samuel Parsons and FAA Inspector Dan Keenan.

A phone call in the night . . .
a grueling hike up a mountain slope . . .
it's all part of FAA's job of finding out . . .

WHAT WENT WRONG?

A telephone call recently awoke James Scolaro, General Aviations Operations Inspector with the Washington Flight Standards District Office (FSDO).

It brought the bad news every inspector dreads but must respond to at any hour of the day or night—an aircraft accident.

Scolaro immediately put in a call for Dan Keenan, a new man at the FSDO but a veteran pilot, Army-trained in accident investigation techniques.

By 7 a.m., the two men and Sam Parsons of the National Transportation Safety Board (NTSB) were on their way to the scene of the accident. By noon, members of this FAA/NTSB team had already talked to survivors and to the persons who first located the downed aircraft and injured occupants.

Investigators learned that the FAA already had played a significant part in the pre-dawn drama. Had it not been for the flight plan filed with FAA, nobody would have known that the aircraft was overdue. Search parties would not have been sent out to scout the area where the plane was believed to have gone down. Injured survivors would not have been found that night in the darkness on the mountainside. They would not have been carried to safety and the care they needed so badly.

Investigators climbed to the crash site through the underbrush on the densely wooded mountain. Their mission was to get the facts, to comb through wreckage for clues, to help determine what went wrong.

FAA inspectors do not determine the probable cause of accidents. That is the job of the NTSB. The FAA gathers the evidence the NTSB needs to reach its conclusions.

Scolaro and Keenan will tell you that going to crash sites is only part of an accident investigator's job—often only a small part. After returning to their office, lengthy reports must be written. And the investigators must carefully examine the facts to see if they point toward a means of preventing similar accidents in the future.

Back from the crash site in the mountains, General Aviation Operations Inspectors S. W. (Jim) Scolaro (left) and Dan Keenan go over the facts before writing their report.

Sometimes a new rule, airworthiness directive or new procedure comes into being as a result of an investigation.

Scolaro, who has investigated about 15 accidents during his three-plus years with the agency, said pilot error and weather had been found to be the major contributing factors in general aviation accidents.

But General Aviation Maintenance Inspector William E. Deeth found there was another factor involved in an accident he was recently called to investigate.

Deeth was looking forward to a fairly quiet weekend at home when he was called by the Dulles Tower: a plane had crashed in the hills northwest of the airport.

After arranging with Inspector Doug Kline to stand watch for him, Deeth started out for the crash site about 100 miles away. After some hard driving and a stop to get specific directions from state police, he arrived in time to question an eyewitness.

Crash site of a light twin-engine aircraft is pointed out on a map to Douglas H. Kline, (left), by William E. Deeth. Both are General Aviation Inspectors at the Washington FSDO.

Going over some facts and figures with Inspector Edwards Reynolds (left) is Jay A. McCausland, Chief of the Washington Flight Standards District Office.

Instead of spending the day taking it easy at home, Deeth spent that particular Saturday afternoon crawling in and out of an almost-demolished plane. He checked instruments, controls and anything else that might have contributed to the accident.

An eyewitness to the crash told him the light twin lost an engine, preventing it from maintaining altitude in the turbulent air. The pilot was attempting to make an emergency landing when the plane was hit by a gust of wind. It could have been worse—much worse—all four occupants of the plane got out alive.

This, then, is the job of the accident investigator—finding out what went wrong—and doing something about it so it won't happen again for the same reason.

Scolaro and Keenan are typical of 1,512 FAAers who are involved in accident investigation as part of their regular jobs. Other agency personnel who often assist in investigations include air traffic controllers and engineering and medical specialists.

FAA FACES & PLACES

RADAR CERTIFICATION—Measuring and aligning the frequency handpass of a radar receiver, Technician Eugene O'Sullivan of Airway Facilities Sector 377 at Washington National Airport reflects the skill and concentration that recently won him a Quality Within Grade Pay Increase from Eastern Region Director George Gary.

SUPER CHIEFS—Most happy fellows are William Booker (left) and Roland Jenkins, as they read papers appointing them managers of new super airway facilities sectors. Booker, formerly Eastern Region's Civil Rights Officer, went to Newark, N. J., while Jenkins, former assistant sector chief at the New York ARTCC, will manage the new consolidated sector there.

HELPFUL BUZZARDS—Perched over a "File a Flight Plan" sign, a pair of sleepy, slow birds remind pilots that a flight plan filed can mean the difference between life and death in the event of accident. Flight Service Specialist Don Eggen is listening and taking down on paper a flight plan telephoned in to the Bakersfield, Calif., FSS, located at Meadows Field.

ANTIQUE CAR BUFFS—Active in Los Angeles showings of restored autos, Bob Bloom of the Western Region Airports Division and his wife, Nancy (left) are set to take Miss Westchester for a ride in their immaculate Model-T Ford.

HEAR YE—How are the names of retirees listed at your location? Tucson Tower controller Jack Hamilton (right) shows his chief, Carl Swanson, Jr., a framed scroll he prepared as a roster and locator of FAA retirees living in the Tucson area. Swanson wonders how many scroll posters will be needed before he and Jack add their names.

HEART FUND KICKOFF—Look familiar? It's Chief Ironside (Raymond Burr), honorary chairman for the San Diego County Heart Association, escorting the association's Doni McMullen to a Heart Fund brunch along with San Diego FSS Specialist George Batanian, Mended Hearts, Inc. chapter chairman. Batanian, who had open-heart surgery seven years ago and has been with the FAA 20 years, chaired the Mended Hearts national convention June 22-27.

FOR 747 OPEN HOUSE—When he enthusiastically okayed TWA's 747 open house for Oakland Air Route Traffic Control Center personnel and families, Center Chief Donald E. Brink suspected everyone would have to pitch in. Here he babysits with Gina Gerulsky so her parents will be free to visit the spacious flight deck above. Amused observers at right are Captain Jim Hager and "Dad", Bill Gerulsky.

LIFE-SAVING COOPERATION—Thanks to numerous telephone calls by Western Region Flight Standards and Engineering personnel to Los Angeles aviation companies, critically burned six-year-old Eddie Boysen is rushed to a waiting Lockheed JetStar for a mercy California-Texas flight. Initially contacted on behalf of the victim by the Veterans Administration, FAA offered its own prop aircraft and turned to industry to see if a jet were available. Eddie, whose mother is at right, is now on the mend following hospitalization.

RED CARPET ROLLOUT — Rolling out the red carpet for Ronald Bernstein of the San Jose GADO at a recent safety seminar are two members of the woman's pilot group, the 99s. At left is Mrs. Honey Cowan, chairman of the West Coast Chapter, assisted by Mrs. Verna West, chairman of the Santa Clara chapter.

49TH STATE'S PRINCESS—Romayne Potosky, daughter of FAA's Deputy Director of Budget, Norman Potosky, is escorted during Cherry Blossom festivities in Washington by Senator Ted Stevens of Alaska. "Princess" Romayne, raised in Alaska, attends the University of South Carolina. Baked Alaska was served at the banquet.

NEW POST—Responsibility for developing a security plan for Anchorage International and other airports in Alaska now falls to Air Operations Security Officer Robert W. Oliver. An ex-FBI man, he has been in the 49th state 25 years.

MERCY FLIGHT—When not on duty as an Air Traffic Control Specialist at the Reno FSS, Robert H. (Bob) Lewis is a Lt. Colonel in the Civil Air Patrol. He participated in 250 air search and rescue missions and recently rushed plasma to a woman hospitalized 100 miles away, in only 56 minutes.

FAMILY AFFAIR—Holding certificates and children, three members of the first graduating class of 18 at the Los Angeles Air Traffic Training School welcome families to presentation ceremonies. From left: AT Specialist Greg Summer (with son Lonny) and his wife Genny—also an AT Specialist; Marsha VerPlanck and her husband, AT Specialist David VerPlanck, with sons Jonny and Michael, and AT Specialist Sally Briggs and her father, James Krupitzer.

Noting the various activities of the staff at the Johnstown (Pa.) Flight Service Station are staffing standards analysts from Washington. From left: Charles Trimble, FSS Specialist; William Aaron, Station Chief, and Charles Stevens, FSS Specialist, all of the Johnstown FSS; and Barry Siford, Air Traffic Service and Milton Etters, Management Systems.

Controllers themselves judge . . .

A FAIR DAY'S WORK

What is a normal day's work for a controller?

FAA management is asking controllers to help answer that question.

A normal day's workload is being examined through the eyes of a controller in order to determine facility staffing needs.

Analysts and controllers agree that the number of aircraft handled is an important factor in determining the size of the work force. They agree it is the most important factor, but not the only factor. Operations differ, the environment differs, numbers of "handoffs" and planes to be vectored vary—all these factors must be considered.

This is why teams from Management Systems, carrying out the air traffic staffing standards study, are enlisting the support of controllers to measure operations and just how busy the staff is at FAA air traffic facilities.

The in-depth studies—lasting a full seven-day-week in most cases—are being conducted at all 20 NAS. centers and at 44 towers from New England to Honolulu. They have already been completed at 21 Flight Service Stations.

Leading the team studying en route centers are Charles Flesh of Management Systems and Arnold Price of Air Traffic. Donald D. Bader, MS, and Kenneth Chambers, AT, lead the contingent calling on towers. Milton Etters of Management Systems was in charge of the recently completed FSS studies.

When one of the three Washington teams goes out to do a study or take work measurements, they do their job without interfering with the facility's regular routine.

First, they train controllers designated to help with the study. Besides collecting data, the controllers themselves judge the "business level" of the men "working the boards."

Here's how it worked at Boston's Logan Tower. The traffic load was moderate when I watched the team at work.

Checking number of aircraft operations against stress levels and types of controller activity at the Fort Worth Center are (standing front to back) Harry W. Bell and Leroy K. Hurd, both team supervisors at the facility. Controllers being observed are (from left) Lawrence L. Golightly and Bobbie K. Barnes. In the background is assistant controller Harry A. White and team supervisor William E. Hill.

In the dim light of the IFR (radar control) room under the tower cab, it looked as though a double crew was working the approach control position. For every controller on duty, a second man was busily marking a specially-designed form fastened to a clipboard.

An analyst wearing earphones sat beside the radar man. His job was to count planes. He also noted when the aircraft was picked up and when it was handed off, and he indicated whether the plane was coming in to land or was an itinerant, passing through the tower's airspace.

Standing behind the radarman and flight data man was a controller—one of those trained by the staffing team to take measurements.

He noted each man's activity every 30 seconds. Was the man communicating with an aircraft? Was he monitoring the radar? Posting flight strips? Writing an identification on a "shrimp boat?" Or was he doing some other task? Whatever the activity was, it was carefully noted.

Checking stress levels, staff activity and aircraft operations in the cab of Logan Tower are members of the staffing standards team. Analysts and tower personnel are (from left) Clem Dion, Logan controller serving as member of staffing team; Bill Miller and Jim Askew, both of Management Systems; and Steve Gerakines and Robert Howell, tower controllers.

Discussing staffing standards with Fort Worth Center Assistant Chief John L. Layton is Arnold Price, a staffing standards team member from Air Traffic Service in Washington.

Going over a problem with controller Donald L. Russell at the Fort Worth Center is Team Supervisor Edward J. Tracy. Charles Wright of Management Systems (standing in the background) notes the activity.

Noting the type of activity of the men working the "data positions" is Robert Collins of Management Systems. The assistant controllers working the positions are Jerry L. Groves (left) and Marvin D. Hewitt.

At work in the TRACON or IFR Room in the tower at Boston's Logan Airport are staffing standards team members and facility controllers. From left they are Donald Bader, Pete Fuller of Management Systems and Kenley Chambers (foreground) of Air Traffic; and Paul Borriello and Louis Annunziata of Logan Tower.

For each man, the observer put a tick mark in the appropriate box 120 times per hour.

The third man on the team rated stress levels. Using a scale, climbing from nothing through average to very busy, he rated the "business levels" of each member of the ATC team every ten minutes.

Put it all together and you have a lot of inter-related facts and figures ready to be boiled down by the computer.

The end product—a staffing standard—will not be arbitrary. It makes alowances for FAM flights, proficiency training, rest periods, annual and sick leave and so forth. Also it takes into account many factors which differ at individual facilities.

It is a standard that can be used to determine staffing requirements today and to anticipate needs and dictate advance recruitment requirements.

Essentially it is a standard that will give employees the assurance that they will have enough people to do the job. The equitable workload that stems from adequate staffing certainly should pay off in terms of better service, better morale and fewer job pressures for all concerned—employees, the agency and the flying public. *—By Theodore Maher*

Making homes more secure are these off-duty Jacksonville Police volunteers (from left): Douglas Messick, Bernard Roberts, Grady Carter and C. R. Hashey.

Demonstrating proper lock installation to a Jacksonville homeowner is volunteer officer Douglas Messick, whose full-time job is with the Airway Facilities Sector in Jacksonville.

OPERATION PACT

By Paul Pascel
Personnel Management Specialist, Jacksonville Center

"Building a better community means getting involved—contributing something yourself rather than just griping about conditions."

This comment by Carl Hashey, area specialist at the Jacksonville Center, explains why he and four of his co-workers are donating some of their off-duty hours to the Jacksonville Police Department.

The other four are Grady Carter, area officer; Douglas Messick, assistant chief, Jacksonville Airway Facilities Sector; Bernard Roberts, team supervisor and Alton Smith, radar controller.

In their somewhat unique situation, the five Jacksonville employees normally team up with professional policemen on duty. They also participate in a community security service known as "Operation PACT"—Police and Community Teamwork.

In this program, homes are being protected through security inspections, made at the request of homeowners. Officers visit homes, inspect locks inside and out and check window fasteners. Frequently, inadequate locking devices are found and installation of new double-cylinder deadbolt locks or other devices are recommended.

Since inception of "Operation Pact," Jacksonville's burglary rate has leveled off, according to Carter.

Volunteer group members pride themselves on their high reserve standards. Members of the reserve group must be between 25 and 50 years of age, in good physical condition and must pass a thorough background check conducted by the F. B. I. Once accepted into the group, volunteers receive 200 hours of Police Academy training. Upon completion of the course, these auxiliary officers are authorized to make arrests.

The only remuneration these employees receive is personal satisfaction in knowing they are doing something tangible toward improving their community.

Q. As far as one's job is concerned, I know that the term "major duties" as mentioned in Handbook 3430.2 is essentially the "key result areas" but what is meant by "remaining duties?"

A. Duties which are not significant enough to be key result areas would constitute "remaining duties." Likewise, certain minor collateral duties not significant enough for inclusion in the position description would be "remaining duties." The key point in performance appraisal, however, is not that every single duty be written down and evaluated. Rather, the intent is that the employee be rated on his overall performance with particular reference to the key, or most significant, elements of his job.

The position description is the best source of information on an employee's overall duties and responsibilities. However, not all duties described will be significant enough to constitute key result areas in terms of the Performance Improvement Program. See Appendix 2 of Handbook 3430.3 for further guidance on determining key result areas.

Q. A Comptroller General's decision of 25 January 1970 resulted in the elimination of work shifts overlapping midnight. Now, many high density area controllers have to travel long distances to and from work during peak city traffic periods. Have we no recourse to this decision?

A. None, other than perhaps moving closer to the facility or using public transportation. The decision rendered by the Comptroller General is binding upon FAA.

Q. When classification guidelines for electronics technicians were implemented on July 12, 1970, I was promoted from GS–11, step 5 to GS–12, step 2. My two-year waiting period for a within grade increase would have been completed before the beginning of the next pay period, July 26, 1970. If my promotion had been delayed one pay period, I would have had the benefit of the WIG and gone to GS–12, step 3, under the two-step equivalency rule. This latter course of action would obviously have been to my advantage, but my personnel office said that the promotion had to be effected on July 12. Is this determination correct?

A. Yes. The single date for implementation of the new ET classification guidelines was expressly chosen to assure uniform treatment of affected ET's throughout the agency. A brief note about within-grade increases: WIGs compensate an employee for his acceptable level of performance and experience in his present position. In your case, your performance and the nature of your job were recognized through reclassification of your position with the accompanying, more substantial increase in pay.

DIRECT LINE

Q. There is apparently much misunderstanding about the term, "NAS, National Airspace System." The original meaning of the acronym referred to the en route automation program. Certain directives and agency publications now use this as the entire airways concept of FAA air and ground facilities and non-FAA air and ground facilities; many directives and positions retain the original meaning. Which is correct? Is there an official agency definition that management and the employees can refer to for guidance? Training directives appear to be one of the publications requiring definitive guidance.

A. There is an official agency definition of the acronym NAS in Handbook 1800.1, and it reads as follows:

> "The common system of facilities, equipment, regulations, procedures, and personnel providing service and standard procedures for the safe and efficient movement of civil and military aircraft in airspace under the jurisdiction of the United States."

In its broadest sense, the acronym NAS means the "total system." It is true that NAS is sometimes used erroneously to identify the air traffic control automation program which is officialy known as "NAS En Route Stage A," and which encompasses only a portion of the NAS. Those who are intimately involved in the en route automation program use the terms NAS and NAS En Route Stage A somewhat interchangeably, but since they are so close to the subject, they have an instant recognition of the intended usage and therefore, no particular communications problems are involved. However, we do recognize that this is not the case in communicating with persons outside the agency or with agency personnel not involved in the automation program as a normal course of their official duties. The agency is making a concerted effort to preclude the indiscriminate and erroneous use of acronyms, and this should certainly be a subject to be covered by all levels of agency management. In fact, the Administrator testified in January 1970 before Representative Brooks' Subcommittee on Government Activities that the agency was taking immediate measures to reduce use of acronyms.

YOU SAID IT

Retirement Column . . .
"I'm sure you have numerous subscribers who have been in the FAA for a long time, such as myself, who would be interested in a retirement column. You might solicit opinions in 'You Said It,' if you desire."—*Kenneth H. Pier,* Fort Worth, Tex.

We've been considering an article on retirement Ken, but developments have been breaking very fast for a monthly magazine and news therefore has been more suitable for our weekly INTERCOM publication. Once you have retired, your "subscription" to FAA WORLD *lapses unless you make arrangements through your regional Public Affairs Office to get a copy through the bulk quantities sent them. We're sorry that cost restricts our primary circulation target to the still active FAA employee.*—Editor

Poetry Dept. . . .
"Congrats to the FAA WORLD—indeed—The mag is verily a pleasure to read—So nicely laid out—an attractive look!—And yeah!—the omission of gobbledygook!
—*Edith Vernick,* SRDS, Washington

Finding a Face . . .
"The article *Their Business is Your Money* (April edition) was especially enjoyable since I have been talking on the phone to Frances Adams in the Central Region Payroll office for four years, but because of our remoteness from the central office I have never seen her. It is now nice to have a photograph to associate with her pleasant voice. Thank you for a very interesting magazine."—*Mary C. Lawless,* Kansas City, Mo.

Keeping in Touch . . .
"We've moved! My husband has been promoted to Watch Supervisor here at the Omaha FSS. We do not want to miss any issues of FAA WORLD as we both read it thoroughly. Having made several FAA moves, we read your publication for information and also to look for pictures of people we've known along the way."
—*Joanne A. Kruger,* Omaha, Neb.

A Word of Thanks . . .
"Last September I flew VFR from Sebring to Tamiami (Florida) with my wife as passenger. I had acquired my private license only a week or so earlier. Well, I got lost over Miami! I saw lots of small airports, but Tamiami eluded me. By the time Tamiami Tower and the direction finder boys were helping me, I was just west of Miami International, a bit anxious and ashamed of being lost. I have always meant to write to thank the men of FAA, DF and the tower for helping me when I called on them. The tower put me right over to DF and in seconds I was located, given a heading (my altitude was OK), and soon I was home based again.

"I think what we new pilots appreciate most, perhaps even more than the technical abilities of the FAA employees, is their courtesy, calmness and concern when we are in trouble. Since this episode, I have talked with other pilots about their experiences with FAA during unforeseen emergencies, and it is always the same—somewhere down there someone is wonderfully watching over us—and to discover this is a deep emotional experience.

"So if any FAA employee ever thinks he isn't an important person in this world, give him a slap on the back for me and for countless other pilots who take our guardian angels for granted and don't write letters to thank you for all of your kind services, not to mention the life-saving ones."—*Albert V. Jessen,* M.D., Wantaugh, N.Y.

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.

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Like Father, Like Son— They're FAAers

In the "good old days," it was customary for a son to follow in his father's footsteps; skills were handed down from one generation to the next with great pride.

But, with the Industrial Revolution, the artisan and his workshop faded from the scene. However, if what is happening in FAA's Eastern Region is any criterion, 26 young men have concluded that their "old man's" footsteps are well worth following, generation gap notwithstanding. These second generation FAAers have a deep appreciation of Dad's rewarding career with the agency.

Significantly, the sons who went dad's way did so after making up their own minds to do so. Paul Goodman, whose father is Chief of Newark Tower, puts it this way: "I had ample opportunity to see the type of work my father did, and I liked what I saw. Dad never tried to influence me one way or the other. After two years working at New York Center, I'm convinced my decision was right on."

Generally, one senses a gung ho spirit among these second generation FAAers that is catching.

Representative of more than a score FAA dads and sons in Eastern Region alone are Air Traffic Control Specialists James E. Greer, Sr., Danville FSS, and James, Jr., of Washington ARTC Center.

Eastern Region's Father-Son Combinations:

Tom Balbi, Asst. Chief, New York ARTCC; **John Balbi,** ATCS, Kennedy Tower.

John Bannister, Sr., SATCS, Richmond Tower; **John Bannister, Jr.,** ATCS, Roanoke Tower.

Frank Bellucci, Chief, Manufacturing Inspection, Flight Standards; **Raymond Bellucci,** ATCS Trainee, New York ARTCC.

George Brown, Technician, AFS–380, Washington ARTCC; **Marcus Brown,** ATCS Trainee, Washington ARTCC.

William Cantwell, Air Traffic Division; **Charles Cantwell,** ATCS, New York ARTCC.

Thomas Dolan, Sr., SATCS, Washington, ARTCC; **Thomas Dolan, Jr.,** ATCS, Washington FSS.

Edwin Fitzpatrick, Chief, Aircraft Mgt. Branch, Flight Standards; **Edward Fitzpatrick,** ATCS Trainee, Washington ARTCC.

Eric Foth, Asst Chief, Washington ARTCC; **Donald Foth,** ATCS Trainee, Washington ARTCC.

Herbert Goodman, Chief, Newark Tower; **Paul Goodman,** ATCS, New York ARTCC.

Seymour Greenberg, Team Leader, New York ARTCC; (1) **Arnold Greenberg,** ATCS, New York CIFRR, (2) **Herbert Greenberg,** Electrical Engineer, AF Division.

James Greer, Sr., ATCS, Danville, Va. FSS; **James Greer, Jr.,** ATCS, Washington, ARTCC.

James Kelley, ATCS, Roanoke Tower; **Jimmy L. Kelley,** ATCS, Washington ARTCC.

Walter Kies, Chief, Planning Staff; **John Kies,** ATCS, New York CIFRR.

Richard M. King, Team Leader, Washington ARTCC; **Richard King, Jr.,** ATCS, Dulles Tower.

James Lloyd, Sr., ATCS, New York ARTCC; **James Lloyd, Jr.,** ATCS, New York ARTCC.

William A. McLean, Chief, Buffalo Tower; **William A. McLean** (son), ATCS Trainee, Rochester CS/T.

Norman Moore, BNCA, Dulles Airport; **Charles Moore,** ATCS, Washington ARTCC.

Clifford Robinson, ATCS, Dulles Tower; **Bruce Robinson,** ATCS, Washington ARTCC.

Philip Rodgers, Sr., Team Leader, New York ARTCC; **Philip Rodgers, Jr.,** ATCS, Long Island MacArthur Tower.

George Shannon, Technician, AFS–380, Washington ARTCC; **George F. Shannon,** ATCS, Washington ARTCC.

William Siegmund, Chief, Administrative Services; **Robert Siegmund,** ATCS, New York ARTCC.

William Slaughter, ATCS, Norfolk Tower; **Donald Slaughter,** ATCS, Washington ARTCC.

Paul Thawley, AFS–380, Washington ARTCC; **Patrick Thawley,** ATCS, Dulles Tower.

Lester Woodahl, Watch Supervisor, Dulles Tower; **Gordon Woodahl,** ATCS, Washington National Tower.

Joseph Zuewski, Jr., AF Division; **Joseph T. Zuewski,** ATCS, New York ARTCC.