Service to Man in Flight

FAA WORLD

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transpo 72

FAA WORLD

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The cover: *Discussing the construction of a TRANSPO FSS over a model of the exposition are the multi-lingual specialists from Washington National who will operate it. From the left: Jan Lagergren—Swedish, Norwegian, Danish; Alan Olson (partly hidden)—Greek; Frank Kraemer, acting chief—German; Charles Lindsay, National Weather Service; Manuel Irizarry—Spanish, Portuguese; Robert Chapman—Italian, Portuguese; Demetri Suk—Russian, Ukrainian; Joseph Greten, DCA FSS chief.*

Aviation's Greatest Marketplace

On May 27, 1972, the largest industrial show in history will open its gates to the public at Dulles International Airport. For the next nine days until June 4, the United States International Transportation Exposition will fire the imagination of hundreds of thousands of men and women from industry, state and local governments. Many of you in the FAA have already played significant roles in the development of TRANSPO 72 and will continue to work for the achievement of its goals.

With more than 400 exhibits and dynamic demonstrations, TRANSPO 72 will emphasize the function of totally integrated systems in future transportation networks. It is designed to open new markets for U.S. transportation ideas, systems and components and to increase and focus public awareness on the importance of the transportation industry to the social, economic and cultural progress of man.

Our mission in aviation is a solid part of the message of TRANSPO 72, and it will be told by FAA as well as by the many members of the air-transportation industry exhibiting at the Dulles site. Right now, more than 75 percent of all inter-city travel and more than 90 percent of all international travel are by air. In the period between TRANSPO 72 and 1985, the world market for commercial transport aircraft is expected to be close to $150 billion. U.S. aviation's future is tied to the size of its share in that market. In the competition for this business against the best that the world has to offer, TRANSPO 72 will provide the marketplace for the ideas and products of the U.S. aircraft industry. And it will show what FAA is doing and will do to keep air travel the safest mode of transportation.

I urge all of you to visit and take part in this unique experience.

John H. Shaffer

JOHN H. SHAFFER
Administrator

TRANSPO 72

TOMORROW'S TRANSPORTATION TODAY

The greatest transportation show on earth is coming to Dulles International Airport May 27, where today's and tomorrow's transportation innovations spread over 150 acres will intrigue some 1.5 million visitors from around the world. Many will descend on the U.S. International Transportation Exposition via plane to hear these advisories:

"Sikt Ovgränsad Ach Molnfritt" . . . "Tiempo despejado visibilidad y nubocidad sin limites o restriciones" . . . "Ceiling and visibility unlimited."

Hopefully, this is what FSS specialists will be saying in 11 languages while manning the temporary flight service station set up at Dulles International Airport for TRANSPO 72.

Whether conditions are CAVU or not for the nine days in May and June, flight plans will be taken in Russian, Ukrainian, Spanish, Portuguese, Italian, German, Swedish, Norwegian, Danish, Greek and, of course, English by multi-lingual specialists during the U.S. International Transportation Exposition.

In addition to being briefed in their native tongues, pilots flying into the show will be treated to video mass-briefing displays, where groups of pilots can study updated weather maps, while a taped voice explains the situation to them; facsimile depiction of current local weather conditions; teletyped up-to-date nationwide weather; and a special air-traffic information service. The FSS's use of the mass-briefing techniques on a regular basis will be a first.

Chief Joe Greten of the Washington Station at Washington National Airport, whose staff will man the station for the run of the exposition, May 27 to June 4, explained his upcoming operation. The weather maps, he said, will be projected on a screen for the mass briefing, and they and the audio portion will be updated remotely from a position behind the counter.

With the remote weather-radar facsimiles, pilots will be able to see the current weather situation within a 100-mile radius, with weather cells that often indicate dangerous conditions showing up clearly. The airmen will also be able to listen to the latest local weather conditions on the Airport Traffic Information Service (ATIS) speaker set up

Photo above: *The Department of Transportation's TRANSPO display will cover 5,000 square feet. Spectators will wander from one area to the next watching film shorts that depict the overall transportation system.*

Come the end of this month, this is what TRANSPO's 150-acre Dulles Airport marketplace will look like.

on the counter, along with announcements on the runway in use and notices to airmen, including reports on the TRANSPO 72 air-show activity.

For the national weather picture, information will be available via teletype from the computer at the Weather Message Switching Center in Kansas City.

Although the 40-foot-long counter will be plastic laminated and the floor of the 24 by 69-foot station carpeted, Greten pointed out that this will be an operating facility, not a lounge or a show place.

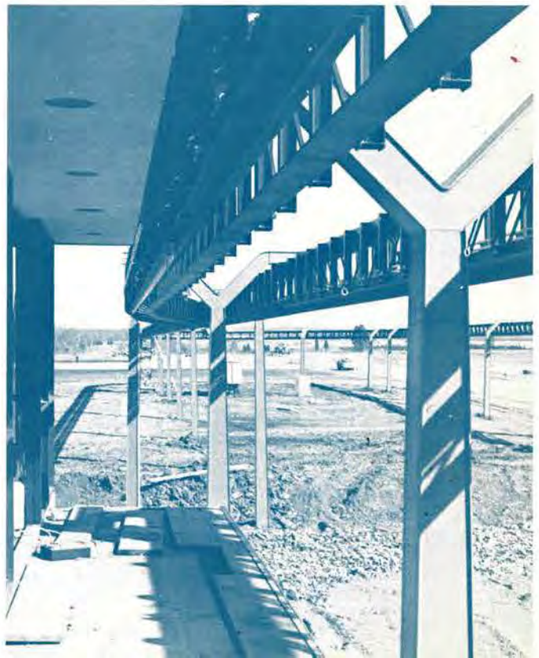
The FAA is also helping to make other showplaces. Besides providing a gateway for visitors to the exposition, the agency is also an exhibitor in this sea, land, air and space transportation show.

The visiting pilot will see the agency's first exhibits before leaving the FSS. A flight-safety display will highlight the agency's accident-prevention program. Among other things, it will explain the Safety Improvement Reports, list safety coordinators for each region and underline the importance of pilot participation in the program.

Pilots will also be able to check their piloting skill right in the FSS: The VISTA flight simulator, moved up from NAFEC for TRANSPO 72, will be ready and waiting for pilots wishing to test their flying actions and reactions.

Out in the main exhibit area, in one of the four mammoth halls, FAA is getting together with the National Aeronautics and Space Administration (NASA) to put on a display explaining how aeronautics serves the community and the nation. The exhibit features the uses of technology now and in the future. Among the concepts to be spelled out in lights, motion and color will be safer landings—safety through electronics. Using a plastic, three-dimensional model, the differences and advantages between the currently used ILS and the futuristic Microwave Landing System will be dramatized. A light-beam device or sequenced lights will point up the advantages of each system.

Other concepts to be illustrated in moving, audio-equipped displays include "Safety in the Skies, Above All," "Better Planning Means Better Airports," "Where To Land Your Airport" and passenger growth, noise and pollution abatement, the application of computer technology to air-traffic control, congestion solutions and navigation and communications.



Still under construction is this station on a siding of the oval overhead-suspension monorail people-mover.

The Sabreliner, FAA's latest flight-inspection aircraft will be featured in a flight-line display. The accompanying panels of text and photographs explain the agency's worldwide inspection mission.

The agency's flight-line display will consist of one of the new flight-inspection Sabreliners, accompanied by panels explaining the FAA's worldwide inspection mission.

FAA also will contribute to the overall Department of Transportation exhibit, which will explain the role of the department in providing a balanced transportation system. Visitors to the exhibit will wander through five areas where spot films will be shown on a variety of screens. In this showplace for an integrated transportation system, FAA, like the other administrations of the Department, will supply films on Americans' increasing mobility, on safety, environmental protection and tomorrow's transportation.

In all, about 350 exhibitors are expected to show their wares. Corporate giants are constructing their own buildings, while hundreds of smaller displays will be housed in huge 320,000 square-foot exhibit halls.

Among the most eye-catching of the outside exhibits will be four operating, pollution-free "people movers," or personal rapid-transit systems, as they are called in the trade.

Two of the systems will be electrically powered, rubber-tire vehicles running on concrete "tracks" in enclosed roadways. A third will be an "air-cushion vehicle" that will be powered by a linear-induction motor. The fourth system to be demonstrated will be a suspended monorail vehicle: It will run on an overhead track, similar to the Seattle monorail, and is powered electrically.

All four of these "people movers" will be open to the public and moving people during the exposition. Speaking of these systems, DOT Secretary John A. Volpe said recently, 'These demonstrations will provide the public an opportunity to see and ride prototype transit systems prior to their installation in some city. It enables us to greatly reduce the uncertainties in applying new technologies to moving people in cities."

Although TRANSPO 72 is designed primarily as a marketing showcase for advanced transportation systems, products, equipment, concepts and technologies, there will also be "fun at the fair." Festivities will be crowned by daily airshows featuring the Navy's Blue Angels, acrobatic flyers and parachute jumpers.

As far as transportation is concerned, this spring, Dulles International Airport is "where it's at."

—By Theodore Maher

The enclosed track of another people-mover is seen from inside an en route station. The four people-movers at TRANSPO will be used during the show and after for extensive experiments in personal rapid-transit systems.

New ideas for helping to solve the nation's public transit problems will be revealed by many industrial exhibitors. At the General Motors exhibit, the company will display an experimental transit bus, several futuristic commuter cars, a full-scale model of the Lunar Roving Vehicle and experimental safety devices.

The No Noes Of Politicking

This is the era of "getting involved" in our society, of seeking to mold the world we live in nearer to the common man's ideal. In this presidential election year, political interest is riding high, and FAAers like most are caught up in the fever.

But for Federal employees, the fever must be somewhat abated, since some of our political activities are circumscribed by law, primarily to protect us from abuses that once were rife. At one time, it was common for politicians to force career government employees to support a party or candidate or even contribute money. But that is past, thanks to the Civil Service Act of 1883 and the Hatch Act of 1939.

FAA believes that employees not only have a right to seek information, express opinions and participate in the political process but have an obligation to perform their civic duty. There is no restriction on a Federal employee voting or expressing a political opinion, but he cannot take an active part in political management or campaigns, even if he is willing to do so. The Hatch Act prevents us from assuming general political leadership or from becoming prominently identified with any movement, party or faction. The prohibited activities generally involve active participation in partisan politics, but there are permissible activities in home-grown non-partisan politics that you may want to check into. For the most part, employees of the Federal government and the District of Columbia are subject to political-activity restrictions whether career or excepted, part-time or temporary.

FAA has worked hard to insure awareness of what is permitted and prohibited on the part of FAAers. Consult the table below for ready guidance, but if you have a specific question, contact your servicing manpower division or ARTCC personnel specialist.

You may . . .

YOU MAY register and vote as you choose.

YOU MAY assist in voter registration drives.

YOU MAY express your opinion about candidates and issues.

YOU MAY participate in campaigns where none of the candidates represents a political party.

YOU MAY contribute money to a political organization or attend a political fund-raising function.

YOU MAY wear or display political badges, buttons or stickers.

YOU MAY attend political rallies and meetings.

YOU MAY join a political club or party.

YOU MAY sign nominating petitions.

YOU MAY campaign for or against referendum questions, constitutional amendments, ordinances, etc.

You may not . . .

YOU MAY NOT campaign for partisan candidates or political parties.

YOU MAY NOT work to register voters for one political party only.

YOU MAY NOT make campaign speeches or engage in other activity to elect a partisan candidate.

YOU MAY NOT be a candidate or work in a campaign if any candidate represents a national or state party.

YOU MAY NOT collect contributions or sell tickets to political fund-raising functions.

YOU MAY NOT distribute campaign material in a partisan election.

YOU MAY NOT organize or manage political rallies or meetings.

YOU MAY NOT hold office in a political club or party.

YOU MAY NOT circulate nominating petitions.

YOU MAY NOT campaign for or against a candidate or slate of candidates in a partisan election.

The marriage of an area navigation (RNAV) computer and distance-measuring equipment (DME) of one brand with another make of omnirange (VOR) receiver is flight tested in a twin-engine Beechcraft. From the jump seat, principal avionics inspector Rex Hall observes pilot John Mosby and the accuracy of the new equipment he operates, making entries at checkpoints along the course. If it works properly, the placard on the panel limiting its use to VFR will be removed and the RNAV will be certified for instrument flight.

SAFETY IN THE PANEL

How FAA inspectors check general-aviation avionics

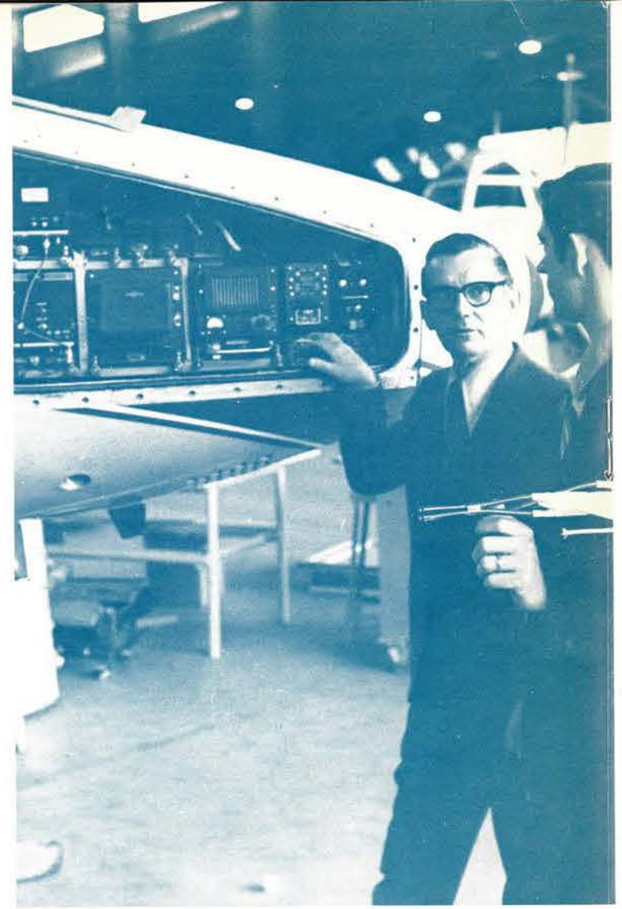
"Measured by the cubic inch or by the ounce, avionics are the costliest items aboard an airplane," said Rex Hall, principal avionics inspector at the St. Louis Flight Standards District Office (FSDO). "Our job is to see that the repair stations installing or repairing radios and instruments return the airplane to service in a condition at least equal to its original or properly altered state."

Seated in his office at the FSDO, Hall spoke of one of his current projects. "Imagine the convenience to a pilot to be able to fly a direct course from wherever he is within the coverage area of a VORTAC (an omni station with distance readout) to wherever he wants to go in that area without having to dogleg cross-country." He explained that when an aircraft is equipped with an area-navigation (RNAV) system, all you have to do is dial in a set of numbers (distance and azimuth), center your omni needle for a bearing "TO" the place you want to go, and go. "The RNAV's computer on board the airplane is in effect like a giant airborne crane, which electronically can lift a VORTAC from its location and put it right where the pilot wants to go," Hall said.

With us, as Hall explained the RNAV system, was installer Bob Bauman, who married up one make of distance measuring equipment (DME) and computer with another brand omni-station radio receiver for a twin Beechcraft's RNAV system about to be flight tested.

"After thorough coordination by Bob's company,

Harold Fry of Arkansas Instruments, East Alton, Ill., and Hall participate in safety-education meetings using cutaway instruments like the directional gyro held by Fry. The panel box of gauges was built for such meetings.



Interaction between avionics equipment in a North American Rockwell Sabreliner executive jet is discussed by Hall and Dick Striegel (right), manager of the company's aviation services division in St. Louis. Relocating a trim coupler away from the radar eliminated an autopilot problem.

Joliet Avionics, with the manufacturers regarding this installation, and ground approval by Eugene (Bernie) Possenriede of our Chicago district office," Hall said, "we've been asked to verify that the system works in the air as they proved it did on the ground."

As the two of them went over the documentation of the installation, I saw from their sectional map they planned to "lift" the Troy VORTAC from its location 22 miles east of our takeoff point at Lambert International, and place it over Civic Memorial Airport at East Alton, Ill., 17 miles northeast of Lambert. East Alton would then become a "phantom" VORTAC station or waypoint. In one of the two windows of the RNAV control unit, the pilot would set a magnetic bearing of 322 degrees—the VORTAC radial from Troy to Civic. In the other, he would set 11 nautical miles—the distance from Troy to Civic. Simply by keeping his omni cross-pointer centered, he could fly the airplane to Civic, as if the VORTAC was located right on the airport.

The telephone rang, and Hall announced that Bauman's customer, John Mosby, had arrived with his twin Beech for the flight test.

Hall occupied the jump seat, Bauman the co-pilot's place and Mosby as pilot set the RNAV to guide us to the phantom station, now at East Alton Airport. With his receiver tuned to Troy VORTAC's frequency of 116.0 and the needle centered, Mosby was on course perfectly. Confirming that fact, the voice of Lambert radar approach control came over the radio, including our plane in a traffic advisory to other planes as a "twin Beech, seven miles south of Alton." Hall pointed to the DME indicator, whose digits at that moment indicated exactly seven miles.

On approach to East Alton Airport, however, instead of the system's courseline computer guiding the pilot over the runway as intended, it had brought Mosby along the north edge of the airport boundary. Because of this, the system failed to pass the test, but Bauman and Hall were in agreement that further calibration could soon bring it up to standards, which later turned out to be the case. The placard on Mosby's panel limiting the RNAV to fair weather use only remained until removed by Hall on the subsequent test two days later.

Rex Hall, an affable man in his mid-forties, is one of some 52 general-aviation avionics inspectors working for the agency. Back at Washington Headquarters, I had learned from Flight Standards' Loren Dickey, acting chief of the Avionics Branch, Maintenance Division, of the effort all inspectors put into surveillance of maintenance procedures and practices to improve the safety record of general aviation flying. Maintenance Division head Jaime Serra and his staff keep the avionics inspectors as well as maintenance inspectors informed through directives spelling out a uniform national program.

"The St. Louis FSDO is this year's top Flight Standards facility in its region," Dickey explained, "and one of Hall's repair station operators—Charles C. Linberg—has just been named the current national General Aviation Mechanic Safety Award winner."

Dickey explained that general-aviation avionics inspectors are recruited from places like repair stations, the military, Washington's Hangar Six and Oklahoma City. Some move back and forth between air-carrier and general-aviation activities. An oversimplification of the difference between the two types of inspectors would have the air-carrier inspector dealing with large organizational structures, while Hall and his colleagues are a more individually oriented link between airmen, repair stations and the manufacturer—and perhaps better known by the general-aviation public.

In Hall's office, an indexed SPUR (Standard Procedures for Uniform Reporting) board helps him schedule his inspection program, with half his time devoted to certification, rating and surveillance of repair stations. To be certified, the station must have the proper test equipment, manuals and qualified personnel. Fines can be levied against the repair-station operator whose workmen install equipment incorrectly and a hazard results. One of Hall's repair-station managers who signed off on a radio installation that proved to be an in-flight fire hazard had to pay a $100 fine. His mechanic had wired a 28-volt line to 14 volts, burning up the $700 radio. The manager hadn't scrutinized his man's work carefully enough. This same manager's shop has since become one of Hall's top facilities in the district.

Avionics inspectors don't field approve every radio installation in every plane, but here, inspector Hall spot checks Bob Arata (left) of Ozark Aircraft Radio Co., a mechanic and pilot, who will install and flight check the Narco Escort 110 VOR receiver he's holding.

Inspector Hall goes over his itinerary with clerk B. J. (Betty) Schreiner before going into the field. Other General Maintenance and Avionics clerks are (from left) Effie Chapman, Melba Cooper and Paula Studards.

Besides surveillance of repair stations, Hall keeps a check on some 30 air-taxi operators to see that their avionics are up to standards. He also spot-checks all turbojet aircraft to see that avionics installations represent quality work. Hall is, in essence, an ombudsman—a man wanting to hear about problems at the grass-roots so he can bring about solutions in the interest of air safety.

When repair stations detect problems that originated at the manufacturer, they make out Malfunction or Defect (M or D) reports, and Hall forwards them through channels. If a localizer warning flag on an economy-line received doesn't work properly, for example, the M or D report winds up at the

Before Rex Hall came to FAA, he worked for Dallas Avionics across the field from Bill Ellason of Associated Radio. Now, Ellason (right) is avionics manager for flight operations of Ralston Purina in Hall's St. Louis bailiwick. They're examining the nose compartment of an Aero Commander that houses the radar and compass system.

Maintenance Analysis Center at the Aeronautical Center in Oklahoma City and with the manufacturer of the receiver.

"A defect or design deficiency in an aircraft radio may not show up until it is used in an aircraft environment. Investigation of M or D reports can result in the issuance of service bulletins by the manufacturer or Airworthiness Directives by the FAA," Hall said.

I learned that the inspector has to resist "getting his fingers into the equipment" at shops, since procedures and work quality are more important than knowing everything about each radio and instrument. But to keep his fingers and mind attuned to the "inner works," Rex Hall can be found most off-duty evenings operating his own ham radio station —K0GY. He's been a ham for 19 years.

To see the different types of repair facilities on which Hall maintains surveillance, we returned from the FSDO by car to East Alton's Civic Memorial Airport, over which we had flown in the twin-Beech RNAV test. There, Hall called on Walston Aviation's electronics department, headed by Bill Downs, and on Harold Fry of Arkansas Instruments.

That Hall is popular and respected was evident from his reception at both shops. Downs had just taken in an economy-line transponder in need of repair. Both agreed that FAA's proposed rule that transponders be given a Technical Standard Order (TSO'd), setting up manufacturing standards, is vital. In today's controlled air space, poor equipment derogates air-traffic service for other users.

Concluding his business with Walston, Hall visited Harold Fry's Arkansas Instruments—a neat, air-conditioned shop for repairing instruments. The two men laid plans for Fry's participation in Hall's next periodic FAA safety education meeting.

Back at Lambert International, we called on the "non-economy" line—the aviation services division of North American Rockwell. A hangarful of Sabreliners awaited installation of altitude alerters, RNAV, flight directors and other black boxes to make flying safer and more precise. The work was being done by manager Dick Striegel and his 26-man staff. Hall and Striegel discussed how interaction between systems on one installation caused an autopilot trim coupler to work intermittently. Changing placement of the components of the avionics package eliminated the interference generated by the radar's magnetron.

Hall later called at Spirit of St. Louis Airport, Chesterfield, Mo., where Ralston Purina Co. has its corporate fleet, to see avionics manager Bill Ellason. Among the planes there were many of the same costly avionics items used by air carriers.

"Electronics in a DC-3 airliner in the 1930s averaged 45 vacuum tubes and cost about $5,000," Hall said, looking over one of Ralston's heavy twin turboprops. "Today's executive jet is guided by equipment consisting of more than 2,000 tubes, transistors and diodes valued at $200,000 and more. We're responsible for the quality of their avionics, too."

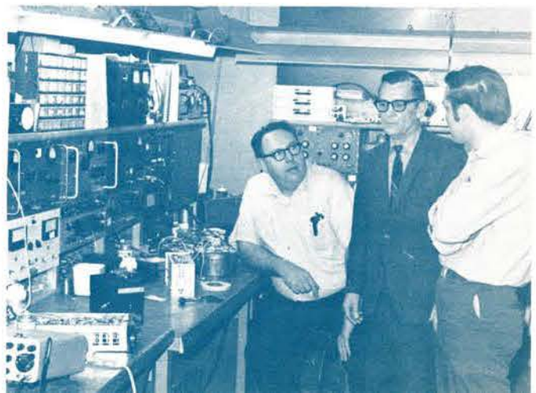
The final stop at the same smaller airport was with Charles Linberg, current national winner of the General Aviation Mechanic Safety Award. Linberg keeps one expert on the bench and another in the hangar, who as a mechanic and pilot can both install and flight test radios. As manager, Linberg does the administrative work. He is Central Region's first avionics man to win the national mechanic's safety award from FAA.

On the job, Rex Hall is concerned with improving maintenance practices and procedures. At home, he gets a kick out of switching tubes—like in the old days.

—Texts and photos by Thom Hook

Current national winner of the General Aviation Mechanic Safety Award Charles C. Linberg talks with Hall about a recurring problem in a particular aircraft radio. Operator of Ozark Aircaft Radio Co., Spirit of St. Louis Airport in Chesterfield, Mo., Linberg was selected for the award for his professional competence and his contribution to aviation safety through maintenance practices.

About half of inspector Hall's time is spent in repair-station surveillance, as in this visit to Walston Aviation of East Alton, Ill., where he, manager Bill Downs (seated) and repairman Vic Morrison (right) discuss a make of transponder that has been experiencing failures.



A New Yorker drives past a faltering Chicago player toward the goal, but to no avail. Chicago won 10-0.

A SLAPSHOT FOR AMITY

FAA's First International Hockey Tourney

Amid ice, sweat, beer and splintered wood, 118 air traffic controllers from the U.S. and Canada overran a small, snow-covered corner of New Hampshire on the first three days of March.

Chasing hockey pucks instead of radar blips, controllers from three Canadian and three FAA facilities collided in the first annual ATC International Ice Hockey Tournament, which grew out of a 10-year friendly rivalry in hockey, golf and softball between the Boston and Montreal centers.

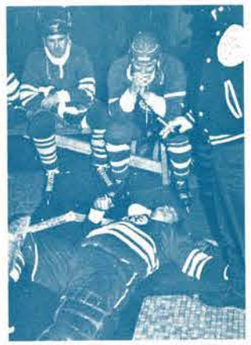
Good sportsmanship and liquid refreshments prevailed before, during and after the games throughout the tournament, which was organized by George Donovan, a controller at the Boston center. The Boston team was managed by R. T. Santapaula.

Controllers from the Montreal, Gander and Moncton centers of the Canadian Air Transportation Administration carried the Canadian colors to an ice rink in Nashua, N.H., about a mile up the road from the Boston center, to go against the skaters of the Boston and Chicago centers and the New York CIFRR.

Ground rules, or rather, ice rules, forbade body checks and slapshots to preserve the spirit of friendly competition. Even so, the players tore up the ice in each hard-fought but clean game and capped each day's contests with rollicking celebrations at local establishments.

Montreal took the championship. Boston's wing, Paul Fisher, was voted the tournament's most valuable player by the six team managers, and there were MVPs for each team. Moncton will host next year's meet on March 7-9.

Boston's Paul Fisher (center) fires one at the Montreal goalie. He stopped it, and Montreal won this one, 7-6.



Exhausted Boston goalie Lou Bischof sprawls on the locker-room floor between periods, while Jack Ferrie (left) and Charles Adams seem to pray over him. The rest did him some good, for he was voted Boston's MVP.

When his team was 12 points ahead, the Gander goalie decided to slake his thirst. While the action swirled at the other end of the ice, he took a cool drink through the screen from Boston ATCS Dave Watson.

FACES AND PLACES

FRENCH CONNECTION—*Recently installed along NAFEC's instrument runway is this light-projector portion of a French visibility sensor. Standing on the platform are (left to right) Warren Smith and Joseph Wolff of the Airports Section; kneeling are A. Cazauran and G. Bureau of ELECMA Electronics from Paris, France.*

DULLES TOPKICK—*The first Black to serve in a supervisory position in the National Capital Airports police forces is James E. Davis, promoted from private at Washington National to sergeant at Dulles. Washington National's manager, C. R. Melugin, Jr., congratulates him as DCA police chief Michael D. Benarick watches.*

ONE SCORE TEN—*Peter Dowd (left), budget analyst in the New England Region headquarters, receives his 30-year service pin from regional executive officer Jack Ormsbee. Dowd joined the CAA/FAA in 1947.*

TWO-TIME WINNER—*Leslie J. Ake, Jr. (right), who recently won an award in Denver's ARTS III installation, receives a $100 suggestion award from Charles H. Coburn, RAD/COM chief. Ake's idea, which was also adopted by CE, SW and PC, involved stocking certain parts at the Aeronautical Center Depot, making possible on-site repairs.*

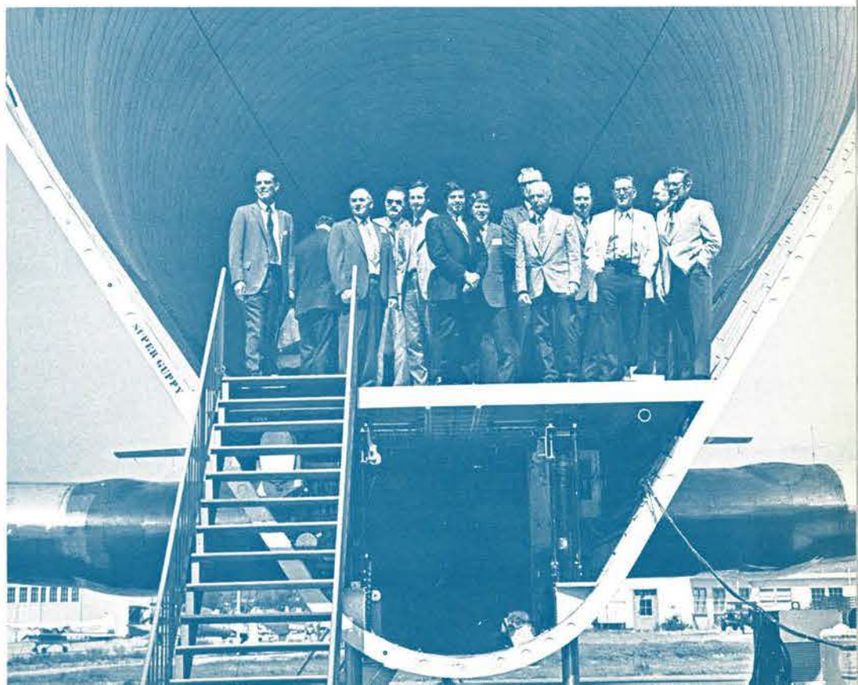
SPEED DEMONS—*These men of the Denver AFS RAD/COM received Special Achievement Awards in the amount of $75 each for their part in the installation, testing, acceptance and maintenance of the ARTS III at the Denver TRACON three months ahead of schedule with a saving of $20,848. From the left are Leslie J. Ake, Jr., Maurice W. Errickson, John A. Amme, William H. Keller, Wesley E. Bell, John F. Meyer, Edward J. Campling, Robert Perry, Larry G. Cofield, Joseph Vegh, Michael Elnicky and Hugh G. Walsh. Elton Johnson was not present for the photo.*

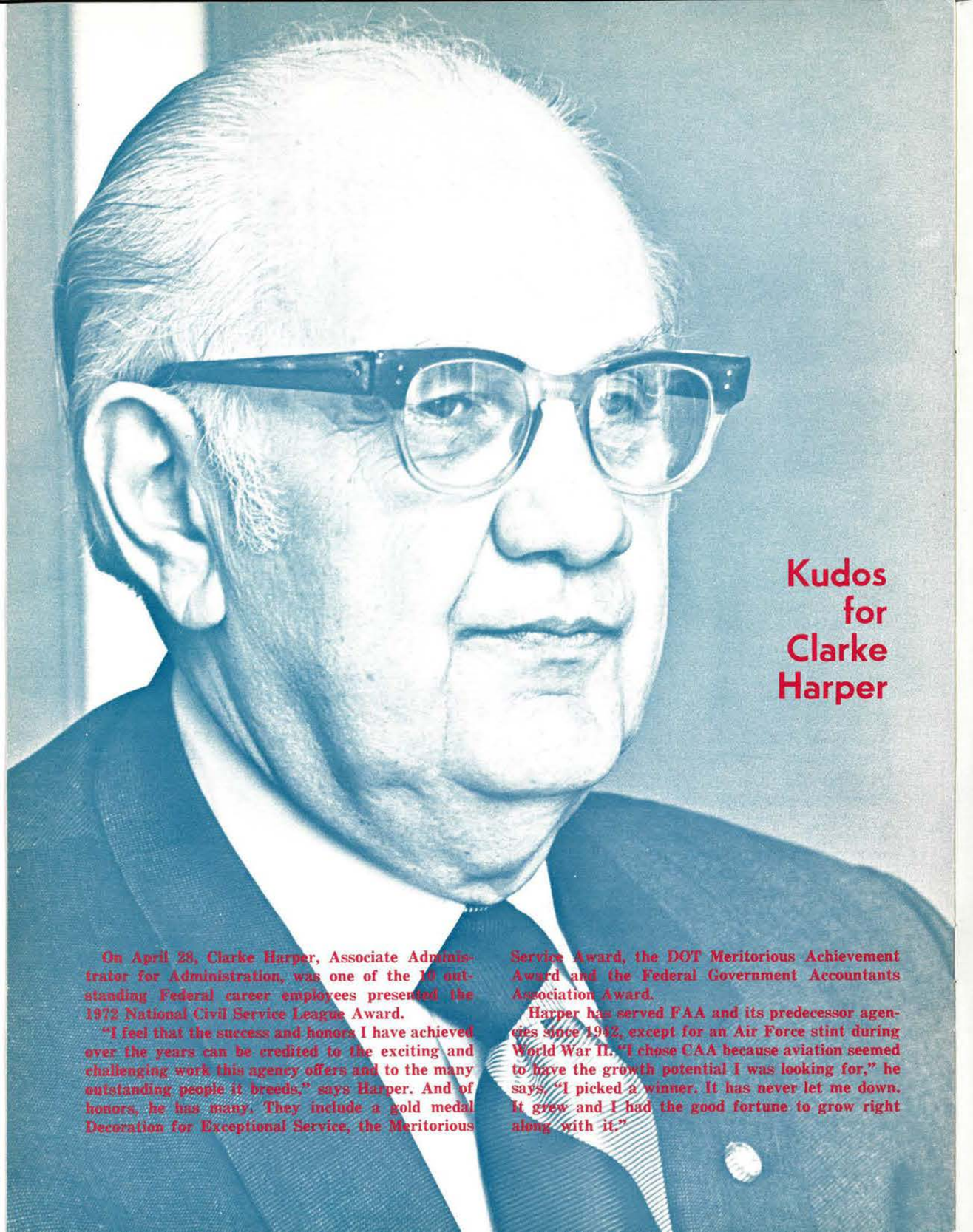
NUMBER ONE—*Quite a crew, these employees of the Aircraft Maintenance Base at Fulton County Airport, Atlanta. The base is the Southern Region's "Outstanding Flight Standards Field Office for 1971." It recorded .8 maintenance manhours for each DC-3 flight hour, compared with 1.41 for other facilities.*

25-HOUR-A-DAY MAN—*Fred M. Howland, a flow controller at the Minneapolis Center, has given 15 to 24 speeches a year in behalf of the United Fund March of Dimes program and has been director of 42 federal agencies for the Minneapolis area in the Combined Federal Campaign, achieving up to 130 percent of his quotas, for which he was presented with a plaque. He is also involved in community activities in many other areas.*

PUBLIC ORIENTATION—*William M. Massey, Northwest's assistant Civil Rights officer, addresses a group of Seattle-area minority representatives who attended an FAA orientation session in the regional office. At his left is Regional Director Chris Walk.*

WHALE OF A JOB—*The team effort of FAAers (from left) Glen Lincoln, Tony Vergilio, Donald Alexander, Jim Ashley, Ken Lauterstein, Bob Follensbee, Laurel Dilbeck, Ben Mayhugh, Paul Wells, George Bogert, G. Walker Gilmer of AeroSpacelines and Rocco L. Lippis, acting chief of the Aircraft Engineering Division of the Western Region, led to the certification of the monster cargo plane, the Super Guppy, in whose belly they stand.*





Kudos for Clarke Harper

On April 28, Clarke Harper, Associate Administrator for Administration, was one of the 10 outstanding Federal career employees presented the 1972 National Civil Service League Award.

"I feel that the success and honors I have achieved over the years can be credited to the exciting and challenging work this agency offers and to the many outstanding people it breeds," says Harper. And of honors, he has many. They include a gold medal Decoration for Exceptional Service, the Meritorious Service Award, the DOT Meritorious Achievement Award and the Federal Government Accountants Association Award.

Harper has served FAA and its predecessor agencies since 1942, except for an Air Force stint during World War II. "I chose CAA because aviation seemed to have the growth potential I was looking for," he says. "I picked a winner. It has never let me down. It grew and I had the good fortune to grow right along with it."

DIRECT LINE

Q. RENOT RTL 1/31, Notice SO N 3700.16, lines 13 through 16 states: "Volunteers will be assigned to work with an experienced CSC observer. Work entails attendance at designated polling places to observe whether or not persons who are entitled to vote are permitted to do so and whether or not tabulation of votes is performed properly." This appears to be in conflict with the provisions of the Hatch Act. May I act as a poll-watcher for the American Party?

A. Assisting the CSC to carry out the provisions of the Voting Rights Act of 1965 by performing in such capacities as observer, election judge, clerk, etc., is not in conflict with the Hatch Act. This type of activity is performed to assure the integrity of the election concerned and is not accomplished for the benefit of any one political party, which would be considered a violation of the Hatch Act. (See Page 6.)

Q. What is the time limit on how long an employee returning home from an overseas assignment may remain at a higher grade than the grade of the position he left when he went overseas?

A. When an employee returns from overseas and there is not a suitable vacancy to which he can be reassigned, the parent organization may borrow a temporary position and carry the returnee in this position while trying to fit him into its regular authorized staffing. Because of the many variables, there is no specified time limit for the use of this borrowed position. However, when it becomes apparent that the employee cannot be absorbed in the regularly authorized complement, it may be necessary to resort to RIF procedures to place the individual in a permanent position, perhaps at a lower grade.

Q. I would appreciate your assistance in obtaining the official FAA definition of promotion and demotion. Prior to 15 December 1968, there were no GS–11 watch supervisors in FSSs. I was a watch supervisor for 7½ years at the Roswell, N.M., FSS until 1 December 1968, at which time my GS-10 position was abolished. I was offered and accepted a GS-10 journeyman at the Pueblo, Colo., Combined Station Tower. I subsequently transferred as a GS-10 journeyman to the Tucson, Ariz., FSS. On 2 August 1971, I submitted a Request for Repromotion Priority Consideration for a vacant GS-11 watch-supervisor position at the Tucson FSS. I was informed that I was not eligible for special repromotion consideration because I was not a GS-11 when my Roswell position was abolished. I asked if my position being abolished and my transfer to a journeyman was not considered a demotion. Advancement from journeyman to watch supervisor was considered career progression and not promotion, I was told. I'd say, in my case, career retrogression. Must I be promoted to GS-11 before being eligible for career progression to watch supervisor, which I already held?

A. For a GS employee, a promotion is a change to a higher grade, and a demotion is a change to a lower grade. Since you moved from watch supervisor at the Roswell FSS to journeyman at the Pueblo CS/T at the same grade, you were not demoted and are thus not eligible for Repromotion Priority Consideration. You are eligible to apply under the Merit Promotion Program for both GS-11 watch supervisor in Level II FSSs and GS-11 journeyman in Level III FSSs.

Q. Reference your answer to the fifth question in Direct Line, February 1972 (consecutive days work), you use an early 1969 GENOT as authority for your answer. If this information is still current, it must, by directive, be contained in some more permanent type issuance.

A. The rules on establishing tours of duty are contained in Paragraph 12, PT P 3600.3, Workweek and Hours of Duty Handbook. In addition, Facility Management Handbook 7210.3, Paragraph 113, dated October 1969, is the directive which replaced the GENOT. The Handbook states: "Control personnel assignments shall be consistent with the policy that terminal and en route specialists shall not work more than six consecutive eight-hour days without a calendar day off."

Q. I would appreciate your elaborating a little further on an answer to a question concerning FEGLI coverage while on military duty. If a person is in the military and attends weekend drills once a month, is this weekend duty considered active duty with no FEGLI coverage? If a person retains coverage, would he be covered with full benefits?

A. Federal Employees' Group Life Insurance (FEGLI) is not terminated if the military duty is performed in off-duty hours. In such a situation, full coverage continues.

Change of Address

FAA employees should send their changes of mailing address for FAA WORLD to the control point in the region or center where they are employed: NE-14; EA-20; SO-67.1; GL-13; CE-20; SW-67.23; RM-5; WE-13; NW-14.7; AL-52.1; PC-42; NA-11; AC-44.3; and Headquarters employees, MN-30. You should not send change-of-address information to Washington. If you move from one region or center to another, you should submit your change of address to the region or center to which you move.

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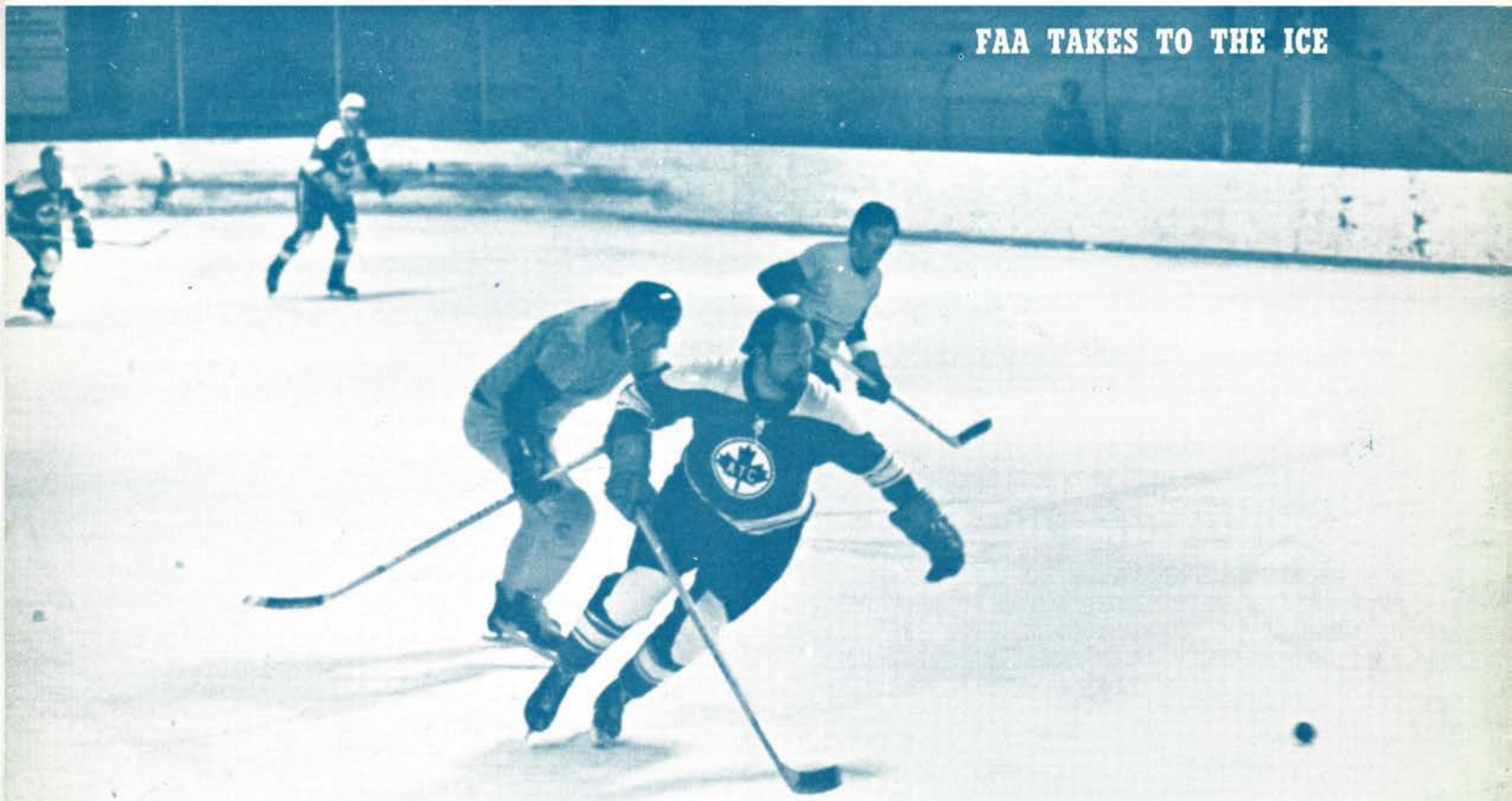

Slashing down the ice, controller-players in the Chicago-Montreal game race for the puck in the first International ATC Hockey Tournament. *For the story, see page 11.*

THE BOX SCORES

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