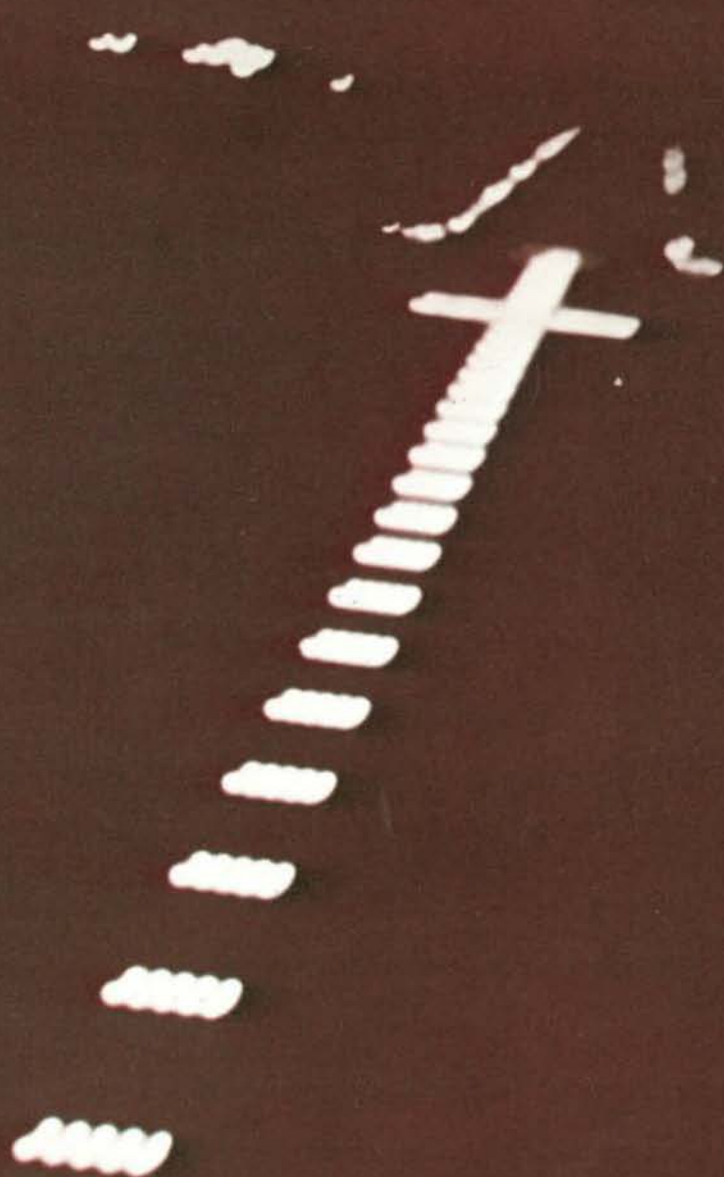


DECEMBER 1972

FAA WORLD



As ever...
Perceiving Man in Flight

FAA WORLD

DECEMBER, 1972 VOL. 2, NO. 12

CONTENTS

Editorial	2
Helping Airports Grow	3
Fables	6
Direct Line	7
Tightrope to Berlin	8
Faces and Places	12
Like It is	14
Still FAAers in Spirit	15
Chalk One for FAA Training	16
Mobility Gulch	17
Round Roost for Quincy FSS	18
Go Fly a Bathtub	19
Air Museum	20

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The cover: *The Silent Night* of this season is characterized by the lonely pattern of this runway approach lighting. Seasons greetings from the Employee Communications Staff.

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The Right Spirit

We're coming to the end of a long year—a year of challenges and accomplishment. I commend all FAA people for their perseverance and commitment to carrying on the job of serving the aviation community during a period of sweeping change.

You have witnessed the commissionings of nearly two-thirds of our new automated radar systems and 19 of the 20 automation-wing construction projects at our centers, which, thanks to real dig-in and pitch-in efforts, have gone smoothly. The floods of last summer illuminated both the devotion to duty and the generosity characteristic of FAAers. The assumption of added responsibilities in these situations tested your mettle, and you were not found wanting.

You have also seen significant improvements in our working conditions, which mean so much in our arduous jobs. This year, the air traffic controller career legislation became a fact of life. To standardize and more effectively assess and recognize individual worth, the Performance Evaluation Report has supplanted the Employee Appraisal Report. And with increased emphasis on upward mobility, we took the first step in developing an agency career system by implementing the Executive Development Program. The system will eventually include supervisors and managers.

On balance, it was a productive and progressive year that speaks well for the will-to-do spirit of all of you. I sincerely wish every one of you a joyful holiday season and a happy and prosperous new year.

John H. Shaffer
 JOHN H. SHAFFER
 Administrator

HELPING AIRPORTS GROW



With the core of the Dallas-Fort Worth Regional Airport as a backdrop, Hugh Lyon (left), Fort Worth Airports District Office program chief, discusses airport layout and sight distance problems with FAA resident engineer Vic Friese.

“Clark Gable and Carole Lombard flew into Dallas’ Love Field 36 years ago in a DC-3,” recalled veteran FAA airport planner Roland Lewis. “Those famous movie stars, on their way to the ‘Gone With the Wind’ premiere in Atlanta, had to wade through mud from the little terminal to a nearby greasy-spoon cafe for a cup of coffee.”

Lewis swung around in his chair at Southwest Region headquarters, his sharp memory aided by a wall montage of Love Field aerial photos. He chuckled at how traveler comforts have progressed since then.

“There must have been a thousand women storming that 10-stool, two-table cafe to fight over their coffee cups,” Lewis said.

“At that time, Braniff’s offices and the terminal were combined, and the second-floor was half office, half sleeping rooms. Passengers remaining overnight to make a connection would emerge unknowingly into the offices in their dressing gowns and do a real double-take, seeing people working!”

Roland Lewis is the senior planner of a half-dozen FAAers in Airports Service we saw in Fort Worth to find out how the agency carries out recent regulations





The Dallas-Fort Worth terminal configuration.

on ADAP—the Airport and Airway Development Act of 1970—and PGP—the Airport Planning Grant Program. This legislation calls for all U.S. airports serving Civil Aeronautics Board air carriers to be certificated by May 21, 1973. Certification by FAA assures that minimum standards set by the agency are maintained in day-to-day airport operation.

For new airports, such as the mammoth showcase now under construction as the Dallas-Fort Worth Regional Airport, land-use planning has been painstakingly done to eliminate the community encroachment that smothers most major airports and bars needed growth.

"There is little guidance in land-use planning," Lewis said, "and constraints to an airport come naturally as pressure groups try to restrict progress. For this new 18,000-acre airport, initial planning involved an inter-disciplinary team—air traffic, airports, flight standards and airway facilities—that considered various configurations, based on the inspection of major U.S. airports. This configuration was arrived at..."

He lifted a large airport chart onto an easel and explained its markings. Simplified, it looked like a stylized man, his right elbow shooting up at a 45-degree angle and his entire left arm pointing outward and downward. Basically, the "body" is a central terminal core some eight miles long. Each "arm" has a pair of parallel crosswind runways, and with the north-south runways in the "body", there will eventually be six major runways for air carriers, plus a general-aviation jet runway and a pair of STOL runways.

The planners next identified safety areas that should be "sterilized"—where land was not to be built upon—and areas for airport-related facilities. Aircraft noise exposure forecasts were used as another constraint, along with proposed aircraft-noise-certification rules.

"About 20,000 acres—greater than Manhattan Island—encompass the critical noise contour," Lewis said. "Some portions of the existing Greater Southwest International to the south will be sold by the sponsor, who retains the right of overflight and to make noise over it." A sponsor is the city, county or other authority responsible for airport management and with whom the FAA works in providing grants-in-aid for improvements under ADAP and under PGP for long-range planning.

"This map, prepared by the COG (the North Texas Council of Governments), represents the cooperation of 13 communities, six school districts and three counties with whom we work," Lewis said. "All concerned city planners have this wall map, and any prospective land buyer can go to his city hall, look at it and see from the zones imprinted on it whether the land is suitable for residential or other use. A height-and-hazard ordinance has been adopted by many of the communities."

George Burlage, assistant public affairs officer, stopped by Lewis' office to say that Regional Director Henry Newman had a minute to say "hello."

"The long, involved three decades of inter-city

Pointing to Flower Mound, a new town to be developed convenient to the Dallas-Fort Worth airport, FAA planner Roland Lewis explains how an FAA noise study permitted HUD to offer mortgage guarantees of \$18 million in areas beyond the noise boundary. Within the area marked on the map, the town's land use will be for other than residential.



Helping guide the growth of the prototype Dallas-Fort Worth Regional Airport is Hugh Lyon, Fort Worth Airports District Office program chief. Above he monitors slip-form taxiway construction; center and top right, he discusses problems in the unfinished 11-sided tower cab and at the foot of the tower with resident engineer Vic Friese. At left in the cab is engineer Andy Mangano. In photo at right, he watches reinforcing steel being lowered into taxiway concrete before the surface layer goes on.

rivalry to arrive at siting this new airport would fill a book," Lewis said. "Ask George—he got his master's degree for a 148-page thesis on it!"

As Burlage led me to Mr. Newman, the driving force behind FAA's role in the new airport, we picked up a copy of the thesis. Reading it later, it was clear that the Federal government simply had to tell the two feuding cities to get together on a single airport to serve the area or it would never be. Laudably, FAA's then Administrator, Dallas-born Najeeb Halaby, was a strong supporter of a new midway regional airport over Dallas Love Field. At that time, due to declining airline service, Fort Worth's Great Southwest International was becoming a ghost field, except for airline training. The Civil Aeronautics Board finally brought the communities together by a firm decision calling for a new airport.

"There is considerable ADAP participation in the new 'Super-Port,'" Director Newman said. "We've been heavily involved in land-use planning. This airport, compatible with its neighborhood, will be a model for the whole world."

Burlage then introduced us to a trio administering ADAP, through four Airports district offices. Gordon Richey, Programs Branch chief, and program officer Ben Harvey were talking with certification specialist Allan Hautanen.

"Small airports as well as the huge new regional one participate in ADAP if they're in the National Airport Systems Plan (NASP)," said Gordon Richey. "Now that the Congress provides user-funded monies four times greater than previous appropriations under Federal Aid to Airports, we are tackling a bigger workload and responsibility without expanded staffing but with hard work."

As is true nationally, of the 1,682 airports in the region, a third are eligible for grants-in-aid. FAA's people call on these airports, helping them with the procedures needed for Federal participation, in which the government matches funds for improvements tied in with safety—such as runway extensions, lighting and nav-aid installation and land acquisition. Fire, crash and rescue equipment required for airport certification is also eligible for certain air-carrier airports.

"Before a sponsor submits a request," said program officer Ben Harvey, "it must first notify local, regional and state authorities to assure that the project won't interfere with plans of other agencies, or that there is no significant adverse environmental impact that cannot feasibly be avoided."

A grant offer for major improvements can be made to a requesting sponsor in six months, if that body has prepared a preliminary environmental statement and coordinated it through a public hear-

Bob Baughn (right), city director of aviation for the Arlington, Tex., Municipal Airport, looks over failing runway apron pavement that will be reconstructed as part of a grant under ADAP with FAA's Hugh Lyon.



ing. Most other improvements take half that time. Grants under ADAP help relieve communities of the economic burden in developing and improving their airports, Richey explained. The Federal aid is granted through Headquarters' four district offices.

A telephone call to district office chief Bill Howard set up a day seeing Airports engineers and lawyers in action. Howard got Hugh Lyon, his program section chief, to show us the mammoth new regional airport and several of the smaller ones. The office monitors plans, contracts and specifications and sees that contractors build to FAA standards, which includes hiring policies like EEO and wages. Lyon is a native who has worked throughout the Airports district office. He talked with FAA engineer Vic Fries in the unfinished Dallas-Fort Worth tower cab, while I looked down from a controller's view, 186 feet above a central spine of terminals. Later, we checked the paving operation, where 200-foot-wide, 11,000- and 9,000-foot-long runways are slip-formed in continuous 50-foot-wide strips, 3,000 feet a day.

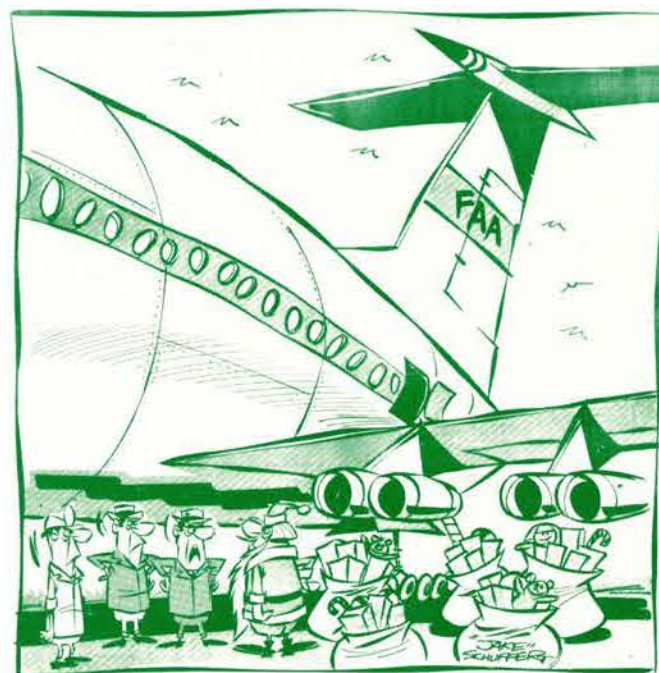
At Meacham Field near FAA's Fort Worth regional headquarters, Gary Ewing (center) from the district office calls on the airport's fire-fighting and rescue station. Vehicles must be able to reach the midpoint of the furthest runway from the post in three minutes.



While returning to the district office, we stopped at the general-aviation Arlington, Tex., Municipal Airport. Lyon talked at length with the airport manager about runway and ramp improvements upcoming under ADAP. A final visit, accompanied by Lyon's assistant, Gary Ewing, took us to look at fire and crash-rescue equipment at Meacham Field. FAA had participated in the cost of constructing the building housing it.

—Text and photos by Thom Hook

faables



"Listen, Claus—FAA doesn't mind helpin' with your Xmas deliveries, but landing on rooftops is for the birds!!"

DIRECT LINE



Q. The SF-160 Program, Air Carrier Flight Familiarization, has several areas that do not seem fair: The inability to transfer flight-trip numbers. Earlier this year, controllers could fly Delta from Jacksonville to San Francisco, but one had to change flight numbers in Atlanta both ways. Now, we're not allowed this trip. Also, the restriction to only one use of an air carrier per year is narrower still since Northeast and Delta merged. This most-informative teaching aid should be more liberal.

A. The purpose of the SF-160 Program is to allow ATCSs to acquaint themselves with the problems affecting in-flight use of air-traffic control and communications. Order 7210.24, Paragraph 513A, 17 July 1972, says, "requests shall be only for travel from point of departure to destination and return with no change of flights on either leg." It gives you the means to know the pilots' end of the mike and fulfills the purpose of the program. The restriction for only one trip per year is levied by the Civil Aeronautics Board in Part 224.2 of its Economic Regulations that state, "no request for free transportation under this section shall be made for the same individual upon any one air carrier more than once in each calendar year." Therefore, the FAA has no jurisdiction to increase the number of trips authorized.

Q. Can a supervisor be forced into going to school in Lawton, Okla., if he has been in his present position for 10 years, is at the top of the ladder and hopes to retire in two years, has a satisfactory rating and has a sick wife at home?

A. The agency's policy on the need for this training is clearly indicated in Order 3330.32, 10 January 1972, which states, "Managerial Development is required for both current supervisors and managers and for those who may be assigned to such positions. It is considered as essential to agency operations as technical training." Like yourself, many of the graduates of the training courses at Lawton have had 10 or more years of successful management experience and were seriously considering retirement within a few years. Their

critiques of the course indicated that the training was very beneficial, and we believe you would find it equally valuable. Although you do not describe the extent of your wife's illness, this is certainly a significant consideration. Courses are conducted on a regular basis, and if you provide your supervisor the necessary information on your wife's condition, mutually agreeable arrangements can be made to attend the school. If the nature of the illness is such as to make this impossible, you can arrange through your regional director to waive the training requirement or obtain comparable training locally.

Q. Is there a difference in interpretation between regions of Order 1500.13A, Paragraph 622.A: Where you occupy temporary quarters at old and new duty stations, what determines how the consecutive days may be interrupted between duty stations? For example: (1) One day's air travel is allowed between old and new duty stations, but the traveler elects to drive his own car (POV), which takes five days, of which four are annual leave. Would the four days leave be deducted where he vacated temporary quarters at his old duty station? (2) What about when 30 days annual and home leave are authorized enroute? (3) Or when 30 days annual leave is used enroute, would the 30 days of temporary quarters be disallowed from the time he vacated temporary quarters at the old duty station?

A. The first example is based on the erroneous assumption that when accomplishing change of station by POV, the traveler is restricted to air-travel time and that the four days excess time is chargeable as annual leave. You may use either POV or commercial transportation. If by POV, the traveler is entitled to per diem for the actual time, subject to an average mileage of 348 or 448 per day, depending on the type of roadway used. Any workdays used in excess of that are days of annual leave. For the other examples, once an employee begins to occupy temporary quarters either at the old or new duty stations, the period of temporary quarters is not interrupted by the taking of annual leave. The taking of annual leave does not necessarily affect the granting of the temporary-quarters allowance in the absence of any indication that the taking of the leave caused an unwarranted extension of the period of temporary-quarters allowance.

Is there something bugging you? Something you don't understand? Tell it to "Direct Line." We don't want your name unless you want to give it, but we do need to know your region. We want your query, your comment, your idea. All will be answered in this column, in the bulletin-board supplement and/or by mail if you provide a mailing address.

Better two-way communication in FAA WORLD's "Direct Line" is what it's all about.

When you make this trip, you get the feeling you're riding a bicycle on a tightrope across Niagara Falls," SSgt Dale A. Hemming said, pointing to a Soviet MIG streaking off a distant runway. "Get too far to one side or the other and you could get clobbered."

"But, we're safe," he reassured, "and we've got all the freedom of flight we need as long as we stay on the 'tightrope' that keeps us out of East German air space."

Watching the MIG kick right rudder and flash up and away from our slow, churning T-29, the flight engineer explained that East Germany was off both wingtips and below us. "I try not to think about what could happen if our aircraft accidentally strayed off the invisible tightrope and violated East German air space," he said. "They'd probably force us to land, or. . . ." A passenger asked for coffee before he could finish the sentence.

The tightrope is any of three 20-mile-wide air corridors used by aircraft of Allied and some Eastern European nations—most notably regular Polish commercial flights—when flying from Western Europe to Berlin and out again. And despite its width and depth, the tightrope does put something of a strain on the pilots of military and commercial aircraft using the corridors. The "or. . . ." bothers them some, too. An engine coughs unexpectedly or a downdraft shaves a couple of hundred feet off the altitude and for a split second the "or. . . ." becomes a major question to be dealt with immediately.

That "or. . . ." keeps a unit in Berlin on its toes, too, because its mission is to keep aircraft right on that invisible tightrope.

The unit is the Berlin Air Route Traffic Control



With only 5 miles off each wing, BARTCC guides them along the

Tightrope to Berlin

by MSgt. L. B. LEONBERGER

Center (BARTCC). Borrowing the description given to combat flying, BARTCC's people say working there consists of "hours of gross boredom interrupted by moments of sheer panic."

One of the factors contributing to the "moments of sheer panic" is the lack of control over East German and Soviet military aircraft. Their flight patterns can cut across any of the three Berlin Air Corridors at any time. This situation prevails because—according to the Quadripartite Agreement reached at the end of World War II by Russia, Great Britain, France and the United States—Soviet or East German aircraft may cross any of the three corridors at a 90° angle.

"Normally, they do just this," TSgt Helmut Widmer, senior controller, confirmed, "but our people have no voice communication with them. Our only link with those aircraft is a speck on a radar screen," he said. "Or course, we have communications with all aircraft flying the corridors and we keep them apprised of the other aircraft's presence and course."

Somewhere on the upper level of Tempelhof Airport, BARTCC's home, Capt. John Layton, chief controller of BARTCC, points to a map of Germany. Putting his pointer on what appears to be an extra-large thermometer with three heads and a single retaining bowl, Captain Layton explains the physical qualities of the three air corridors. "For our operation," he said, "the geographical center of Berlin is the Safety Center. Draw a straight line from the Safety Center to the geographical center of Hamburg, Frankfurt and Hanover in West Germany and you've got the surveyor's line for each of the three corridors. Extend the area for 10 miles on each side of the line and you've got the 20-mile-wide physical

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Watching on radar scopes, the BARTCC controllers keep military and commercial aircraft from straying out of the three 20-mile-wide Berlin Air Corridors.



A sergeant records data on a commercial airliner entering the center corridor enroute to Berlin from Hanover 85 miles away.



A Berlin Air Route Traffic Control Center sergeant watches an aircraft on his radar scope as it progresses through the corridor toward Berlin.



boundary for each corridor," he explained.

Captain Layton said the Quadripartite Agreement allows Allied aircraft to maneuver in holding and landing patterns within a 20-mile circle extending from the Berlin Safety Center. "This sounds like a tremendous amount of air space," Captain Layton remarked, "but there are three airports in this area—U.S. Tempelhof, British Gatow and French Tegel. And Soviet Schonefeld is only a few miles away outside East Berlin.

"We have absolutely no communications with Soviet Schonefeld," Captain Layton said, explaining that this further complicates air-traffic handling in the Berlin area. "When a Warsaw Pact nation aircraft flies in any of the corridors, we guide it as we would one of our own or our allies. But when the plane enters the Berlin area, it's directed to a point 10 miles from Schonefeld airport and handed off mechanically to the Soviets. Our aircraft bound for Tempelhof, Gatow or Tegel are handed off directly to the tower and receive a confirmation from the receiving airport.

"An aircraft leaving Schonefeld and headed into the corridors is handled the same way," he added. "The aircraft takes off, comes up to 4,500 feet, where we pick it up on our radar and establish voice communications, then work it into the traffic headed through the corridors."

"It's not the best way to operate," Captain Layton confirmed, "but it's the way the Soviets want it."

Of the three corridors, the southern—the Frankfurt corridor at 162 miles—is the longest. The center, or Hanover, corridor is 85 miles long and the northern, or Hamburg, corridor extends 95 miles. Although each corridor is 20 miles wide, an aircraft moving in or out of Berlin is given only a 10-mile-wide area to fly in, since each corridor works like a two-lane highway with traffic moving in both directions. "We try to guide aircraft

through the corridors like they are following a tightrope," Captain Layton said.

Aircraft flying into Berlin in the northern and center corridors fly at even altitudes, normally 6,000 or 8,000 feet, while outbound traffic in those corridors fly at uneven altitudes, normally 7,000 and 9,000 feet. In the southern corridor, inbounds fly at odd altitudes, outbounds at even altitudes.

The length of the corridors, the low altitudes flown in them and the limitation of line-of-sight radar combine to increase BARTCC's workload, especially in the long, southern corridor. For corridor scanning, BARTCC uses a 200-mile-range radar, but the low altitudes flown and the curvature of the earth limit its effectiveness to about 80 miles. Therefore, secondary radar from a BARTCC satellite or support station in the corridors or in West Germany is used, and BARTCC plots the aircraft's course through voice communications with the support station and the pilot.

After scope watching and communicating with aircraft, getting air-safety clearance for every airplane entering and leaving Berlin via the corridors is the most time-consuming job assigned to BARTCC. It's undoubtedly the most unusual operation.

BARTCC generates between 700 and 800 telephone calls every day to the Berlin Traffic Control Center, which in turn, requests "political" clearance for each aircraft from the Berlin Safety Center. Any member of the four "allied" powers can refuse the request. One occasionally exercises that privilege.

Although the procedures and mechanical functions are well-established after all these years, there still remains the questionable "or . . ." That's why the responsible, proficient people of BARTCC keep their skills honed and their performances sharpened.

That's what it takes to keep the aircraft precisely on the tightrope to Berlin.

FACES AND PLACES

PRIDE AND JOY—By virtue of being a retired AF lieutenant colonel, Spann Watson, AT specialist in the Military Activities Branch, gets to swear in his son S. Marlowe as a Navy lieutenant j.g. in Washington. Last year, he did the same for son Orrin graduating from the Air Force Academy.



THAI TIES—Jack Lamar (right) of the International Field Office on Guam presents Thailand's first FAA Overhaul Repair Station certificate to Air Vice-Marshal Chusak Chutiwongse, general manager of Thai Airways Aircraft Maintenance Co. Mainly for U.S.-owned and registered planes, the certificate is valid for all types of aircraft up to and including DC-8s and 707s.



A YEOMAN JOB—The only woman warehouseman in Alaska's Commissary Unit, Nancy Woodson fills grocery orders for the field, packages them for shipment, loads and unloads trucks and pinch-hits in the office. She recently received a \$250 Special Achievement Award.



SUMMER OF 73—That's when this model of the new Northwest Region Headquarters building will become a reality for (left to right) Martin Brazier, staffing specialist; Cindy Page, clerk-typist; and Mary Moore, staffing clerk, all of Personnel.



BLACK EXPO—Explaining DOT functions to a visitor at this largest black artistic and cultural exhibition ever held in the U.S. are Hazel Ellis of FHWA and electronic technician John Franklin of the San Francisco AFS. As DOT project coordinator, Franklin was assisted by 26 FAAers from Fremont and Oakland.



WE POINT WITH PRIDE—Flanked by their facility chiefs are five specialists from Boston's Logan International Airport who won the coveted award for a flight assist. From the left, retired tower chief Joe Connelly, tower ATCSs Ron Taylor, assistant chief Ed Prindiville, Cliff Swanson and Larry Martel, FSS specialist Bob Eddy and Boston Flight Service Station chief George Lynn.



POINTING WAY TO SAFETY—Bad winter weather and pilot educational clinics are on the way in Great Lakes. Accident-prevention specialists Tony DeSilvio from Cleveland and Carl Borchers from Detroit show one of the new signs to be used for this season's clinics.



TOP SHOT—Maj. Eugene Olaff (left), deputy superintendent of N.J. State Police, presents the Top Shooters Trophy to NAFEC Ptl. Dennis C. Massey, who scored with his .38 over 160 others at the police academy. With them are Edward H. Timme, NAFEC chief of Air Transportation Security, and NAFEC Police Capt. Sam Leonetti.

MANNA FROM FAAERS—Four Eastern Region local coordinators hold checks for \$24,310 for the hardest-hit employees in the Agnes flood disaster, the largest collection in agency history. From the left, Logistics Div. chief Tom Lynch, who headed disaster team; James Menges, Elmira, N.Y., area; James Hanley, Wilkes-Barre, Pa.; L. I. Pearce, Washington; Lawrence Walsh, Harrisburg, Pa.; and executive office Irving Mark, chairman of the relief fund.

TURNABOUT—Southern Region Deputy Director Duane Freer focuses on photographer Bob Lewis (left) as Lewis gets his 30-year pin from Logistics Division chief Bill Barfield.



... Like it is!

SUGGESTIONS MEAN A LOT
Federal employees' suggestions reduced costs, improved operations and increased efficiency to the tune of \$202.1 million during FY 1972. It's the 6th consecutive year \$150 million was topped, but the first over \$200 million.

HEALTH PREMIUMS

Premium rates for the 2 government-wide health-insurance plans will be lower next month; four other plans will hold the line; and 32 others will raise premiums. ■ Blue Cross-Blue Shield will cut rates 10% in the high option and 15% in the low; Aetna will lower premiums 5% for both options. Your High Family Option for Blue Cross will cost you \$14.11 per paycheck and for Aetna \$12.88. High Self Only will be \$5.91 and \$5.26, respectively. ■ Sign of the times: Both plans used to provide maternity benefits only under Family enrollments; now it's provided under Self Only enrollments.

NO DOUBLE PENSIONS

The Senate left out of its Welfare Reform-Social Security Bill the proviso that would have given you the option of Social Security retirement on top of Civil Service retirement. Union leaders were cool to the provision because of the high deductions that would have to come out of your paycheck.

SHORT WORKWEEK TRIAL?

USDA is willing to try out a 4-day, 40-hour workweek with the concurrence of the OPEBA union in the department, but there's a snag. In addition to most government employee unions' opposition on the matter, GAO has ruled that employees may not waive their rights to over-

time they are entitled to for work over 8 hours a day, unless Congress legislates the waiver. Unless the Hill acts, the pilot program would be too costly to undertake.

PROBATIONERS' PLIGHT

A Federal court has barred probationary Federal employees from receiving unemployment compensation if they are fired from their jobs. The decision noted that employees with less than 1 year of service do not have rights of appeal to CSC for dismissal nor the range of rights permanent workers have.

ONE MINUS, ONE PLUS ON PAY

The suit by the National Association of Internal Revenue Employees challenging the President's right to defer the Federal pay raise until January was dismissed by a U.S. District Court ruling. NAIRE will appeal, but the chances are considered slight. ■ The House Civil Service Employees Relations Subcommittee is looking into the idea of establishing collective bargaining for Federal employees, which would include bargaining on standards and classifications governing salary schedules.

ONE PLUS, ONE MINUS ON TAXES

A bill has been introduced in the House that would permit you to claim an income tax deduction on your retirement contributions. Another bill, now in the House Ways & Means Committee would permit the first \$5,000 received as a Civil Service annuity to be excluded from gross income for income tax purposes. ■ A Senate bill would require the government to withhold city income taxes from Federal employees' pay in cities of over 50,000 population.

STILL FAAers IN SPIRIT

Deputy Director Quent Taylor presents Administrator's Career Achievement Award to retiree Jim Vrooman (right).



Former Alaskan Regional Manager Al Hulen (1955-1963) reminisced about the old days.



One of the planners of the reunion, Julie Lord, secretary in the region's Planning Staff, discusses the latest issue of the retiree publication, "Our Time," with former FAAers Russ Stallcut (center) and Ray Bird.



Posing here are other Alaskan alumni (from the left): Stan Erickson, Bob Williams, Virgil Knight, Willis Avery and Charles Wayer.



Comparing notes about their retirements are (from the left) Russ Simpson, Lindon (Lindy) Loudermilk and Tom Glazier.

When a man retires, he's usually out of it, as far as FAA is concerned, and the scene passes him by. Not so with retirees in the Alaskan Region, to judge by the first annual reunion held there this year. Fifty former employees living in the state and outside turned out for the one-day affair in Anchorage.

The reunion involved briefings to bring them up to date on the agency's current programs, as well as retirement benefits, visits to facilities and swapping tales about retirement. In the evening, they attended a picnic as guests of the Civilair Club, the region's employee organization.

Deputy Region Director Quent Taylor told the gathering how important it is for the agency to keep in touch with its retirees. "We regard each of you

as ambassadors of goodwill for FAA," he said. "We want to bring you up to date on what we are doing so that you, in turn, can inform others about what's happening in aviation in Alaska. Though you are retired from the active ranks, you will always be FAAers, as far as we're concerned."

In a message to the group, Anchorage Mayor George Sullivan echoed Taylor's sentiments. "This reunion reminds us of the high *esprit de corps* which has always been a hallmark for the FAA in Alaska. . . . As is evident from this first annual reunion, no one ever retires from the agency in spirit; the retiree is still considered to be a member of the Alaskan Region team."

A consensus of all retirees who attended was that they wanted to encourage these get-togethers.



CHALK UP ONE FOR FAA TRAINING

Sixty New York Center controllers launched their collegiate careers this fall and are already half way toward earning their bachelor degrees.

This paradox has its solution in a brand new program instituted by the Eastern Region and Dowling College in Long Island in which the FAAers are credited with 60 semester hours for their agency training.

Regional officials who negotiated the agreement with Dr. John McConkey, dean of the School of General Studies, were Training Branch chief Paul Fell and John Larsen, Federal Executive Board staff assistant to Regional Director George Gary. Fell said that, under the agreement, eligible controllers were registered for the college's new Bachelor of Science degree program, which is designed for persons with certain technical working experience. Completion of the remaining 60 hours required in the program would lead to a BS in Professional and Liberal Studies. He added that Dr. McConkey and other Dowling faculty members had reviewed the FAA controller training program and agreed that this training was comparable to two years of college study in a technical field.

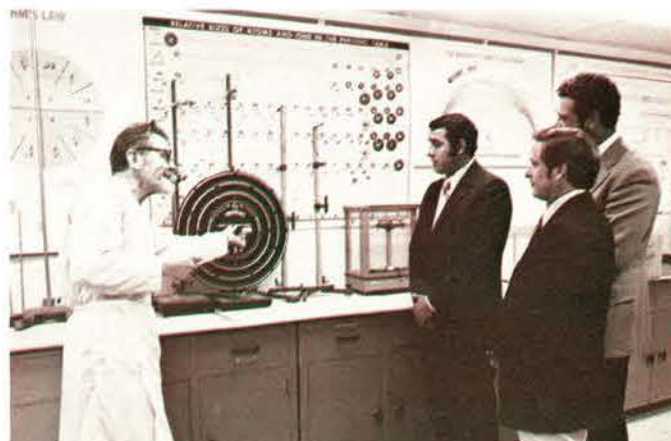
Three controllers enrolled under the accelerated degree program are briefed by Robert Smith (left), head of Dowling's aeronautics program. Listening to Smith are (left to right) New York Center chief Billie Vincent, controller Richard Michilini, Dean William Galloway and controllers Raymond Nethaway and John Drew.



FAA and Dowling College officials discuss the agreement after signing ceremonies. Left to right: EA Training Branch chief Paul Fell; Dr. John McConkey, dean of Dowling's School of General Studies; EA Region Director George Gary; Dowling President Dr. Allyn Robinson; New York Center chief Billie Vincent; Dean of Admissions William Galloway; and EA Executive Officer Irving Mark.

In this FAA "first," about 150 New York Center controllers expressed an interest in enrolling. Initially, only GS-11 radar controllers from the nearby facility were eligible to participate, but the Eastern Region and Dowling College envision a similar program to obtain recognition and undergraduate credit for technicians, control-tower personnel and flight service station specialists. The region is also negotiating with C. W. Post College, also on Long Island, for a program for controllers and aviation maintenance technicians in the JFK, LaGuardia and Newark area. The beginnings of a similar program are emerging for Washington Center controllers at the Washington International College.

Dr. John Gschwendtner explains the physics lab operations to controllers Richard Michilini, Raymond Nethaway and John Drew before the beginning of the semester.



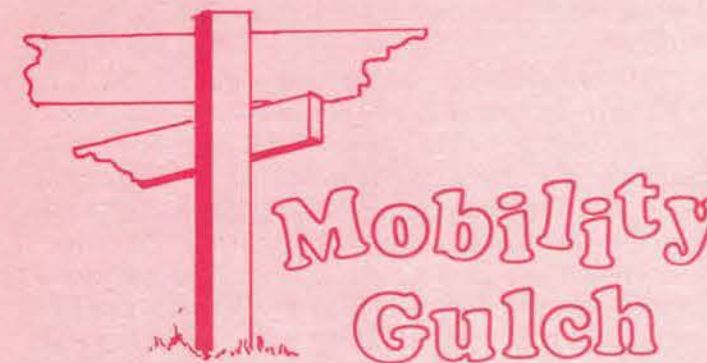
Larsen noted that the program reverses the usual procedure wherein students take two years of general courses before going on to a major in the final two years. In this case, the controller training is considered their major, and their 60 semester hours at Dowling are generalized liberal arts areas of their own choosing. The students attend two evenings a week or on Saturdays.

John Drew was among the first to enroll in the accelerated-degree program. "The FAA is my career," he said, "and a college degree will be a big help in climbing the promotion ladder." ATCSs Richard Michilini and Raymond Nethaway look at it a little differently. While appreciating the fact that promotional opportunities might become more plentiful with a degree, they also envision a second ca-

reer someday, since ATC early retirement legislation is now law. "I'll still be comparatively young when I'm eligible for retirement," Michilini observed. "With a college degree, I see no reason why another and equally rewarding career shouldn't be in the offing. Believe me, it's good to think about."

Region Director George Gary hailed the program as a great step forward for controllers and noted that these men will provide a larger better-educated manpower pool for FAA. He also praised Dowling College for pioneering with this program, saying, "While air traffic and related subjects are being taught in a number of colleges and universities, this is the first instance when a college has recognized FAA air-traffic training with an across-the-board granting of academic credit."

—By Frank Puglisi



Is there a move in your future? Are you planning a vacation away from home? Do you have a house you wish to sell-rent-buy? This column is your stepping stone to planning ahead. If your home will be up for sale, another FAAer coming your way might be a likely customer. A home advertised from your future post is the place to look into first on your free house-hunting trip. A mountain retreat may be just the ticket for vacationing flatlanders, or a beach house for the landlocked... and you can arrange for it before you slam the car door. Do you have an airplane to sell? An FAAer within flying distance may be looking for you.

This free service is open to principals only. Ads will appear approximately six weeks after submission. Send your ad with address and phone number, including the area code, to "Mobility Gulch," FAA WORLD, 800 Independence Ave. SW, Washington, D.C. 20591.

CALIFORNIA

House for sale in Northridge, San Fernando Valley, 30 minutes from FAA in Los Angeles; 2,200 sq. ft. of living area; 4 bedrooms, 3 baths, living room, dining room, family room, fireplace, air conditioning, 3-car garage, yard designed for outdoor living; within 1 mile of schools and college; \$45,500. Call 213-349-8163 or 213-673-2380.

DISTRICT OF COLUMBIA

River Park co-op apartment for sale in Southwest Washington in April, 10-15 minutes walk from FAA; 2 bedrooms, 2 baths, all modern with swimming pool, day-care center, wood and metal shop; \$5,700 down with 8% return. \$244 per month including principal, interest, utilities and maintenance—43% tax deductible. Call 202-484-3180 for Apt. 349 South.

HAWAII

Furnished vacation apartment for rent at Lahaina, Maui, 150 feet from beach; 1 bedroom, 2 baths, living room, kitchen, lanai, color TV, air conditioning, closets; completely furnished including linens, towels, dishes, pots and pans, service for 8; available any time of year; reasonable rates. H. W. Schuermeyer, 1051 E. 26th Ave., Anchorage, Alaska 99504. Call 907-272-9705.

MARYLAND

Chesapeake Ranch Club lot at Drum Point, Md., for sale, 1 hour from Washington; 100x150 feet, wooded and level; club has adult and teenage clubhouses, golf courses, swimming pool, tennis courts, 2 beaches on Chesapeake Bay and one on a fresh-water lake, 2 marinas, 2400-foot landing strip, own water system, police and security system; asking \$6,500. Call 301-577-1486.

NEW YORK

House for sale in Huntington, Long Island (north shore), New York; wooded lot in beautiful area, short walk to beach; "move-in" condition for immediate occupancy; 3 bedrooms, 2 baths, dining room, living room with fireplace, eat-in kitchen, finished playroom, basement with shop and outside entrance, 2-car garage, aluminum combination storm windows; \$45,000. Call 516-HA 7-8040.

VIRGINIA

House for sale in Alexandria, 45 minutes from FAA; brick rambler, 3 bedrooms, 1½ baths, family room, stockade-fenced backyard; close to schools and 2 large shopping centers; \$42,000. Call 703-256-1206.

House for rent in McLean, 30 minutes from FAA; half acre, 3-4 bedrooms, 3 baths, recreation room, dining room, 2-car garage; \$350 per month. Call Mr. Earman, 703-356-8310.

House for rent in Fairfax, 70 minutes from FAA; brick rambler, 3 bedrooms, 2½ baths, finished recreation room, walk-out basement, air conditioning, new washer and dryer; walking distance to schools and churches, FAA carpool next door; \$275 per month, 2-year lease with 1-year option available. Call 703-273-4104.

House for rent in Kings Park West, Fairfax, Va., 45 minutes from FAA; 4 bedrooms, 3 baths, formal dining room, eat-in kitchen, large paneled family room, carport, walkout basement, central AC, dishwasher, wall-to-wall carpeting throughout, some drapes, wooded lot, newly painted inside and out, 2½ years old, near schools and bus, pool membership available, no pets; \$340 per month. Call 703-323-5598.



ROUND ROOST FOR QUINCY FSS

FSS in the round—that's the Quincy, Ill., flight service station, now ensconced in a new circular building. And its audience does surround them, for Quincy handles flights in the realms of both the Chicago and Kansas City Centers. In fact, if it were



Baldwin Field itself has had a growth in traffic and could be authorized to have a tower. If a tower is to come, it will be constructed on top of the new FSS and terminal building, which was designed with this in mind.

"We are probably the first, though not the last, FSS to be housed in a circular building," said Chief Philip Maxted. "We were afraid that the right angles of FSS instruments would not fit the circular walls, but this fear vanished as we found the additional space solved placement problems. Forty percent of our equipment here is new. The additional light through tinted, double-pane windows was welcome, though we had to correct a glare problem with draperies. And we have room for a pilot's lounge and preflight area, combined ready and training room and space for pilots' written examinations. This is just the beginning," Maxted said.

Specialist Marlin Himelick (background) operates in-flight position, with summer aide Kenneth Rees on the ASR.



Checking over new equipment installed in the new quarters are SFO technicians Charlie Schafer and Norman Schaller.

a few feet further west, the FSS would be in the Central Region rather than the Great Lakes.

The Quincy FSS sits on Tom Baldwin Field in new leased quarters, which has eight times the space the FSS formerly had. The increase in space follows the great increase in business Quincy has experienced. In the last fiscal year, the FSS handled 186,000 flight services, contrasted with 72,000 four years earlier. Last year's boost alone was 21 percent.

GO FLY A BATHTUB!

Newness isn't everything. And sometimes it's more fun to tackle the bizarre. Jonathan Teeling, then a developmental controller at the Oakland Center, was taking aeronautical courses at Gavilon College in Gilroy, Calif., when he got a look at a 1932 copy of *Flying and Glider Manual*. What fascinated him and a fellow student as a class project was the Ramsey Bathtub, a high-wing home-built of odd proportions.

What Teeling added to it, the plans couldn't have called for 40 years earlier—a standard Volkswagen engine adapted with a rev-master conversion and wheels and brakes from a Honda 50 motorbike assembly.

It flies and has done so for 75 hours, but its kudos are not based on performance. It won first place for static display in last year's West Coast Fly-In in Watsonville, Calif., first place antique plane in this year's Salinas Fly-In and second place for a high-wing, open cockpit, mono plane at the West Coast Antique Fly-In.



The engine develops 62 to 65 horsepower; the cruising speed is 80 mph at 3,000 rpm with a 250-mile range; the take-off and landing speed is about 35-40 mph; and, get this, it takes off in 100 feet and lands in about 150 feet. The bathtub accommodates two side-by-side and grosses at 900 pounds.

As test pilot, Teeling had some cogent remarks: "Ground handling is a dream . . . except for a slight tendency to nose over. The Bathtub is unstable around its longitudinal axis due to a lack of dihedral in the wing . . . It's not serious, but it does make it a challenge to fly and takes a little getting used to."

—By Tom Donnelly



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Air and space all in one place

Cars are giving way to aviation on Independence Avenue in Washington. On the site of a parking lot facing the NASA building next to FAA, the new National Air and Space Museum is rising.

The long-felt need for a larger, centralized space and aeronautical museum will be met with its opening in 1976, where, in addition to aircraft display, space will be devoted to the historical background and present status of aeronautical communications, navigation, traffic control and related systems.

identifying and locating hardware items from the early and intervening periods. Much of it is no longer in service and has been disposed of. The major items that have been located are ASR-1 Radar, Serial No. 1, a rotating beacon used on an airway and a four-course range transmitter. The Smithsonian is interested in obtaining items that were actually used in air-traffic control, even to light guns, flare pistols, windsocks, flight strips, sectional aeronautical charts and facility plans and drawings.



As a preview of future exhibits, the National Air and Space Museum is planning an air-traffic-control exhibit in the Smithsonian's Arts & Industries Building next spring, which will form the nucleus of an air-navigation and traffic control hall in the new museum. The display will depict three time periods: the beginning of air-traffic control in the mid-1930s when the Federal government first took over control of the airways, the present day with its computerized control centers and the intervening period of the growth of air traffic, the introduction of radar and the jet airways.

FAA is providing technical advice and some hardware for this initial exhibit, but it's been difficult

In addition, the museum is interested in acquiring historical equipment, documents and photographs for future exhibits and for storage for future historical studies, as well as developmental equipment that indicate system trends.

If any FAAers or retirees can aid in identifying and locating items, for donation or loan from the early and intervening periods for the spring exhibit, they can contact:

Mr. Robert C. Mikesch
National Air and Space Museum
Smithsonian Institution
Washington, D.C. 20560
Telephone: 202-381-5791