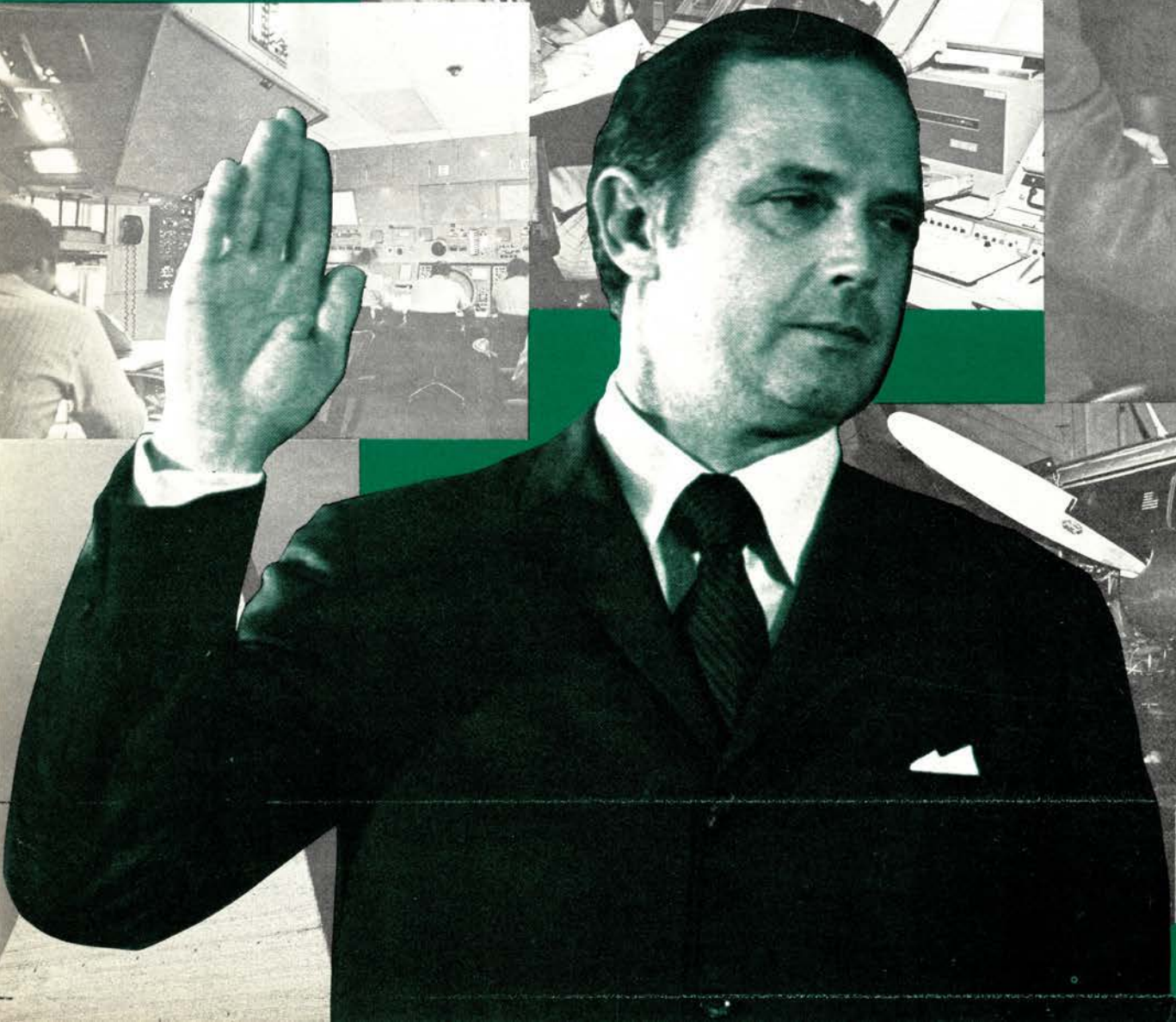
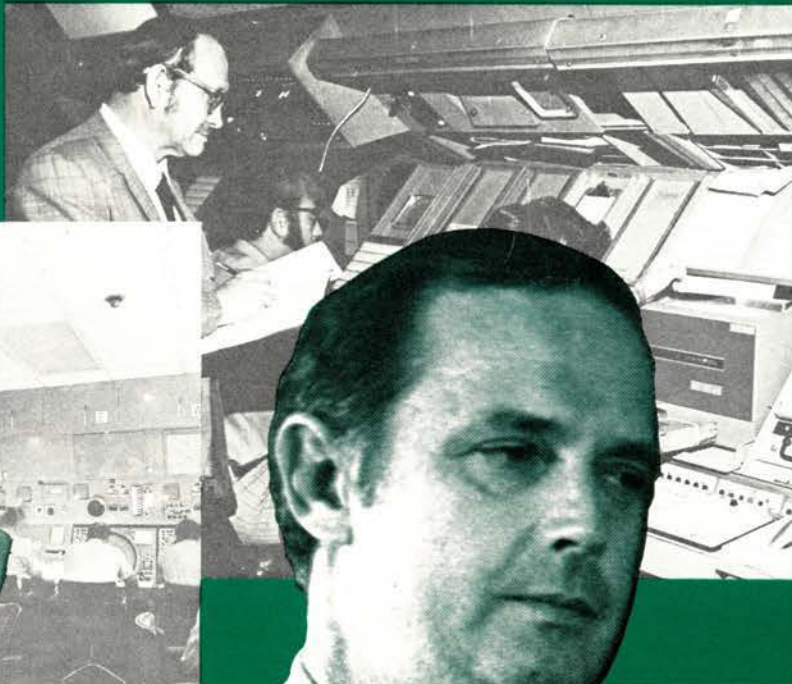


MAY 1973

FAA WORLD

Service to Man in Flight



FAA WORLD

MAY, 1973 VOL. 3, NO. 5

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The cover: Alexander P. Butterfield, taking the oath of office as FAA's fifth Administrator, oversees an up-to-date regulatory agency faced with meeting the ever-growing demands of tomorrow's aviation system.



First Things First

Since coming aboard officially on March 14th, a number of priorities have occupied my attention. I have held a regional directors' conference here in Washington, visited all regional headquarters, except those in Alaska and Hawaii, and participated in Congressional hearings on the FY-74 budget.

One of my first major official acts was to review thoroughly the air transportation security program. While present security measures appear to be working well, continued diligence and vigilance are absolutely essential if we are to maintain really effective safeguards. Any slight degree of complacency on our part or on the part of local and state authorities, air carriers or airport operators could swiftly reverse the very significant gains we have made during these past few months—and that must not happen. To that end, we are in the process of preparing an aviation-security handbook that will provide guidelines to all concerned for achieving procedural uniformity.

Of equal importance was addressing myself to a review of the remaining 1973 programs. In a letter to all agency managers, I asked for close management of our 1973 programs to help assure that savings will be made and identified and that amounts that will not be obligated by year-end are reported to the Office of Budget for restoration to priority programs and activities.

I've done a good bit of reading and listening and am extremely impressed with the professionalism of all of you. I have spent quite a few years as a user of the aviation system and have always had a deep respect for the competency of the FAA—something fully reinforced in my travels across the agency.

As I continue to talk to people and visit facilities in our system, I will be looking for constructive suggestions in all areas that will make the system even more successful, for I believe that team effort and the cross-fertilization of ideas create a more productive environment.

Alexander P. Butterfield

ALEXANDER P. BUTTERFIELD
Administrator

THE FAA DEPOT



A conveyor system feeds the packing and shipping section.

Service Is Their Game

Getting the right material and services to the right place at the right time is the job of the FAA Depot. And it's a big job, too—supporting more than 9,000 air traffic control facilities and some 90 agency aircraft.

To keep them all operating at peak efficiency means that thousands of supply items have to be bought, stored, repaired and distributed with the accompaniment of engineering and technical services to correct any facility problems.

Located at the Aeronautical Center in Oklahoma City, the depot is the largest organization there with 850 men and women and 30 acres of space. These

people represent a broad range of professional and technical skills. Inventory managers, warehousemen, plastics specialists, radio-frequency crystal-grinder technicians, chemists, carpenters, all types of engineers, packing and preservation experts, freight-rate specialists and many other specialized capabilities make up the depot's work force.

The depot engineers are skilled in electrical, electronic, mechanical and structural fields, but mainly are concerned with air navigation and air traffic control systems. They perform testing and evaluation and quick-fix assignments and write technical specifications for the endless items requiring specific

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The depot's machine shops would do a manufacturer proud. Here, Marcellous Capps operates a metal-working lathe.

instructions for their manufacture, modification and overhaul.

The needs of FAA facilities change constantly. The supply system must cope with changes in equipment mix and fluctuating consumption rates, although once in a while there's a miscue on that score between supplier and user.

Bob James, assistant chief of the depot, tells of the flight service station in the northeast that misinterpreted the mail-back requisition card that's supplied with each filled order. The card is supposed to be sent back to the depot when the item needs to be reordered, and the depot can use it to update their

records on annual demand for the item. When the shipment was received, the individual in the FSS interpreted it to be an acknowledgement of receipt and returned it immediately. A new order was quickly dispatched. This exchange occurred a couple of times more before the facility called to say, "Knock it off! We don't need any more," and supplier and user discovered what had gone wrong.

The magnitude of the operation can be seen from some of the figures involved. The depot stocks more than 155,000 different items in a 13-acre warehouse and on 17 acres of outside storage space. Among them are parts for the support of the Bendix inter-

mediate-frequency transmitter acquired prior to World War II, as well as parts for the latest solid-state computers like ARTS III.

Eight-hundred-thousand requisitions were processed last year for material valued at \$50 million. In addition, \$7 million worth of material not stocked was direct shipped from commercial sources, military depots and the General Services Administration.

Repair is also big business at the depot. Its shops provide modern technical services at the hands of highly skilled technicians and craftsmen. They're equipped to handle anything from a special one-of-a-kind job to mass repair, maintenance and testing. Included are engine generators, beacon antennas and motors. Built and assembled there are prefabricated building equipment and mobile air traffic control cabs. During the past year, depot shops overhauled, repaired and calibrated equipment valued at \$9 million.

The diversity of the items handled at the depot require different planning and management techniques. Recording paper for aircraft recorders has a short shelf life and cannot be purchased, stocked and distributed in the same manner as transformers; the management of an antenna sail, which gathers dust on the chance that it may sometime be urgently needed, certainly differs from flight strips which are drawn constantly. And all these diverse items must be managed for an organization larger and farther-flung than most commercial businesses.

The FAA catalog is the key to this system. What the technician at a facility orders and what the depot sends him must be the same, so it is essential that they have a common language. The FAA Federal Supply Catalog was developed and written by depot personnel and uses language and descriptions common to all Federal activities. There was the time, however, that a customer did not observe the catalog language and ordered one each of two kinds of rope,



At the receiving end, Abe Conklin queries the computer from a remote inquiry facility about material arriving at the depot's docks.

apparently thinking that they came in coil units. Since the catalog specifies the unit of order as feet, depot personnel sheepishly admit that they filled the order with one foot of each rope!

The depot's traffic function is responsible for arranging commercial transportation for all material. Freight specialists determine the quickest mode in accordance with the priority of the item—air, truck, rail or ocean transport. To get the right material to the right place at the right time is often a real challenge when strikes, natural disasters or simply unusual situations occur. An example of the last faced the depot when Lockheed turned over its SST mockup to the Civil Aeromedical Institute for evacuation and psychological studies. The traffic people found that no commercial transportation could haul the 14 by 300-foot giant from Burbank, Calif., to Oklahoma City. So, the mockup was dismantled to sizes that could be handled by 10 standard rail freight cars.

Storage, transportation, cataloging, engineering, repair and inventory management are all inter-

Manning the depot's priority desk for processing emergency requisitions from the field is Dale Clark.



No one takes the wheel in this automated warehouse train. It can be programmed to stop at any storage area.



Inventory managers, cataloger, engineer and shop foreman work together to accomplish production goals. Conferring here are (left to right) Ray Johnson, Leon Daily, Paul Turner, Henry Howard, John Bollman and Dorothy Turner.

related in getting the job done, and the epitome of how smoothly it can work comes in priority one and two material support to the field.

A priority one requisition is handled by special priority clerks who are informed by telephone of an operating-part failure or other emergency and relay it to the 24-hour priority desk. A warehouseman immediately pulls the material and writes a counter invoice to ship the item to the customer. It's then packed and forwarded to the transportation section where shipment is arranged by the fastest available means. A priority two, which means an imminent failure, is handled similarly. Routine requisitions

are processed through the depot's computer.

In restocking, material from vendors or field facilities moves from the receiving docks to a mechanized inspection line. But first, it is determined if the Federal stock number of the item is on record, if it's already in inventory and where it should be stored. All this is done by a remote inquiry to the computer via a typewriter input. A printed response is received in seconds.

On a conveyor line, the material is inspected for identity, condition and quantity. For functional inspection, it is sent to quality control. Following the inspections, documentation to update the inven-

tory record is forwarded, and the material is loaded on an automatic conveyor train that is programmed to take it to the proper storage area.

A great deal of progress has been made in reducing processing time, increasing production rates and simplifying procedures. Along with an attitude of doing more with less, these improvements have permitted the depot to keep pace with demands that have increased by 45 percent in the last four years. As a result, the depot can boast of a fill rate of 85 to 95 percent. That's pretty good, considering that

to stock the other 5 to 15 percent now back-ordered would necessitate tripling the depot's inventory!

Speaking of the depot's progress, its chief, Calvin H. Davenport, said, "One of the most gratifying aspects of my experience here has been the willingness of the people to do everything possible to help support the field. I think it is this kind of dedication that has enabled us to maintain our favorable support position." And that's another way of saying that the depot acquits itself well in FAA's role in maintaining safety in flight.



The lights burn on into the night inside an Aircraft Services Base hangar.

Keeping 'em flying

nance of planes based at the center. Some are flown in routine or special inspection of ground-based electronic aids to air navigation; others are flown to train the inspectors who check the proficiency of pilots and who pass on the airworthiness of aircraft; and some are flown in research work leading to greater safety in flight.

Not only must the airframe and powerplant receive TLC, but the electronic equipment that each carries must be maintained in precise adjustment. In flight-inspection aircraft, the electronics is even more critical, since the planes serve as flying platforms for extensive and complex electronic installations.

Housed in the hangars are facilities to perform overhauls on all of the agency's fleet and to modify aircraft or associated equipment. From every point—overseas as well as from the 50 states—FAA aircraft home-in at scheduled intervals for disassembly in a searching inspection. All substandard parts are replaced, so that the re-assembled product approaches a factory-new condition. Here, too, come aircraft for airframe or equipment modifications for special mission requirements, designed by engineers working closely with skilled technicians.

While the depot supplies the wherewithal for agency aircraft, it's the Aircraft Services Base adjoining it that is charged with maintaining the FAA fleet.

The agency operates one of the largest and most-varied civilian fleets of planes. To support such an extensive flight program, it must provide an effective service organization that is equal to the

job. And that we have in the 600 people who work at the Aircraft Services Base. They have built a reputation for speedy and safe work, characterized in their emblem of the cartoon character Roadrunner.

Three large hangars at the eastern edge of the Aeronautical Center house the facilities for accomplishing the day-to-day mainte-



Catalogers at work on the massive inventory include (left to right, first three rows) Jack Delisle, Buck Sperry, Lenora Wood, Lillian Self and Lovie Grisham.

... Like it is!

JUST IN CASE

April 16 was the deadline for filing 1972 income tax returns, but it was also the deadline for filing amended returns on Form 843 for 1969 to cover the chance that a brace of court cases on the taxation of pension contributions are decided in your favor. There's a 3-year cutoff for filing--now you should file for 1970, 71 and 72 before you forget. The suits seek to eliminate income tax withholding on the 7% of salary, deferring the tax until after retirement.

■ Rep. Bertram Podell (NY) has introduced a bill to exempt from Federal income taxes pension contributions made by Federal and public employees.

EASIER RETIREMENT

The Administration has proposed legislation to permit earlier optional retirement during RIFs. Federal employees would be allowed to retire at age 50 with 20 years' service or at any age with 25 years if their agency is undergoing RIF. Sen. Frank Moss (Utah) and Rep. James Waldie (Calif) have introduced bills to reduce under-age-55 penalties on annuities from 2% a year to 1%, with a limit of 5%. ■ At the same time, Reps. Dominick Daniels (NJ) and Waldie have reintroduced legislation that would permit immediate annuities when age and service total 80. The Administration opposes the spending involved, but some believe it could save money as well as protect younger employees from layoffs. An alternative proposal would permit retirement after 30 years at any age. ■ CSC is plumping for Congressional action to eliminate retirement eligibility cutoffs for cost-of-living annuity increases. Now, you have to retire before the

increase to get it. CSC's plan would permit retirement any time in the year without losing the increase. The aim is to spread retirements around the year. ■ The House Retirement Subcommittee has set hearings on the Magic 80 Formula; optional benefits for employees who retire for the benefit of the government during layoffs; barring agencies or supervisors from unwarranted invasion of privacy, including Savings Bond and charity drive pressures; and on increasing the government's share of health-insurance premiums to 75%.

POLITICKING RIGHTS

Sen. Frank Moss (Utah) of the Civil Service Committee has sponsored a bill to allow you to participate in politics at all levels and protect you against coercion to do so against your will. The Supreme Court has to rule on an appellate court's decision voiding the Hatch Act. Whatever the decision, Moss feels a new law will be needed.

HEFTY UNION GOALS

The AFL-CIO Government Employees Council has an ambitious program for the 93rd Congress: optional retirement after 20 years at any age with full benefits or the Magic 80 Formula; full collective bargaining on pay raises; full government payment of health and life premiums; cash for unused sick leave on leaving government; increased travel allowance; increased injury compensation; revision of Hatch Act; protection of job rights during reorganization, consolidation or elimination of agencies; boosting annuity computation to 2 1/2%; boosting survivor's annuity share; and voluntary-retirement benefits offered during layoffs.

FROM CHART TO ART

From pen to lens to brush is a way of life for Mary Bland. Her workday is spent as the Jacksonville Center cartographer, but her leisure-time activity is no less demanding of precision in her current interest in painting birds.

"There is a growing demand for paintings of birds, and I thought I'd take advantage of the natural beauty in my hometown," she says. So, she laid aside her portraiture, landscapes and still life, along with her oils and acrylics, and took to the fields with a camera. "It's pretty difficult to get a bird to sit still for any length of time," she points out, so most any weekend she can be found photographing birds and other wildlife with a telephoto lens on the shores of Amelia Island. Once stilled by photography, the birds are translated into watercolors with exacting detail at her studio-home in Fernandina Beach.

This location is ideal for artist exposure. Tourists can grab a free glass of Florida orange juice when they disembark here and get a chance to appreciate Mary Bland's paintings... or, perhaps, buy one.

Her canvasses decorate the walls of the Jacksonville Center. One depicts a controller against a background of jets streaking across the State of Florida. Its realism prompts many visitors to the center to ask to meet the guy who looks the way they think

A quartet of other subjects and media by Mary Bland that were featured in a recent exhibition.



a controller should, but the controller in the painting exists only in Ms. Bland's eye.

Her paintings have been on exhibit at many places throughout the country, including the University of North Carolina, the North Carolina State Art Gallery in Raleigh, the Atlanta Art Museum and in private collections. She is a member of the Amelia Island Art Association and the Jacksonville Beach Fine Arts Guild.

While the center is appreciative of Mary Bland's talents, it is she who benefits most from her fascinating avocation with pride and pleasure.

—By Paul Pascel

A year of spare time went into painting this 6x4-foot oil mural of birds that live in Mary Bland's yard. Each bird is scaled to size and rendered in detail.



FACES AND PLACES

ILLUMINATING—Kazu Honda (right), a Japanese studying transportation via civil engineering at the University of California, sees the works of runway lighting at Fort Worth's Meacham Field, thanks to engineer William P. Stevens, acting chief of Southwest's Airports Division Engineering Branch. Honda's interest is airport lighting.



NEW CHIEF—Lucien A. Benjamin has been named chief of New England's Logistics Division, the first black to head up a regional division anywhere in the FAA.

PEOPLE TO PEOPLE—For the scope of his voluntary services in strengthening ties between the peoples of the U.S. and Panama, Walter Watson (left), international liaison officer and PIO at the Balboa Area Office, received the Panama Canal Service Award from J. Patrick Conley, executive secretary of the Panama Canal Co. and Canal Zone government.



STAMP OF APPROVAL—Rocky Mountain ACDO inspectors certified Mountain West Airlines as a commercial operator. Handling the honors are (left to right) Emil A. Bjorkman, principal avionics inspector; John E. Hemmert, Jr., principal operations inspector; President C. B. Simons and Vice President Fred E. Elliot of Mountain West; and Sheldon S. King, acting principal maintenance inspector.



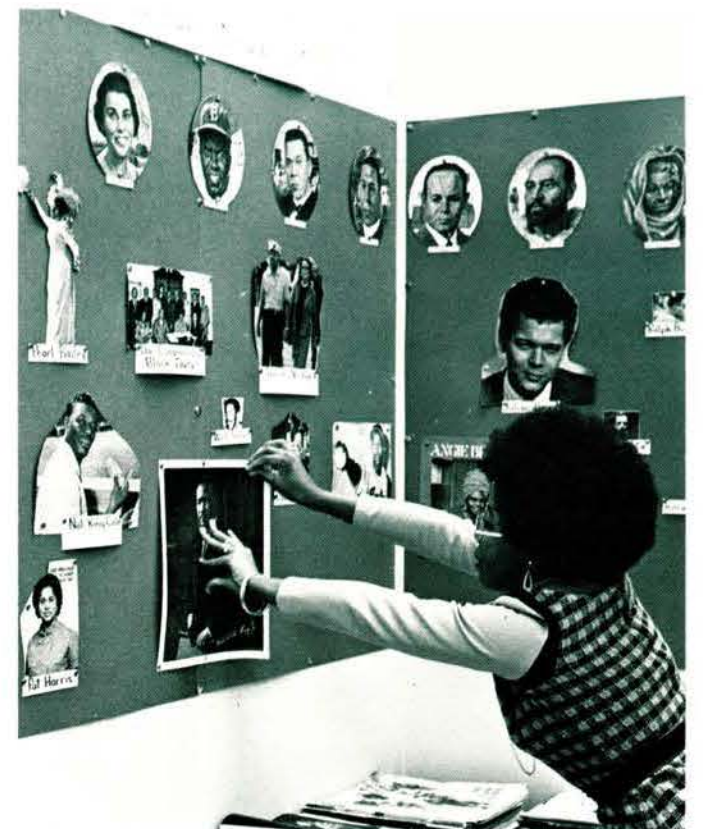
DISCUSSING HOT AIR—The Northwest Region's first original aircraft type certificate in Coeur D'Alene, Ida., was presented to Mark Semich (right) for his hot-air balloons. Officiating over a gondola are (left to right) Bob Jones, Flight Standards chief; Kelly Paulson, manufacturing inspector; and Bud Parker, Engineering Branch chief.



ELITE RETIREMENT—After nearly 35 years in the government, Dale "Ace" Carter, chief of the Western Region Automation Branch for the last two years, has retired. In a private joke, his secretary, Ruby Shantz, baked a cake in the form of a typewriter. Carter plans mainly to loaf.



REMEMBER WHEN?—It was 18 years ago when Dick Ulm, now Northwest's chief of Aircraft Modification Field Section, had the nerve to test fly this first inflatable aircraft flown in the U.S., later developed for the Navy, then the Army.



BLACK GREATS—Andrea Harper of the New England Region Civil Rights Office finishes a display she created for African-American History Week, featuring photos of "Famous Blacks—Past and Present."

WE POINT WITH PRIDE—Controller Richard Fitzgerald (center) of the Albany, N.Y., Tower receives a cash award and citation from Eastern Region Director George Gary for saving an inexperienced pilot with three children aboard the plane. Surrounding them are tower chief Al Hall (left), Mrs. Fitzgerald and Deputy Director Robert Stanton.

AVIATION WEATHER

THOUSANDS BRIEFED where once 'twas one by one

For the VFR pilot, the whole ball game boils down to "weather" or not to fly.

Those pilots in the Washington-Baltimore area who depend on blue sky to get their hours in now have a quick and easy way to determine ahead of time whether or not to plan on taking their planes up for weekend jaunts.

Soon, so will pilots in the whole Northeast corridor of the United States. A program called "Aviation Weather" is making its mark on television screens throughout the region and leaving a lasting impression on everyone with so much as a passing interest in flying.

Part of the general aviation accident-prevention program, the show emphasizes pilot education as a means of keeping pilots alive. The weather format was chosen because it is an important element in doing this job.

Since its inception locally, the program has sparked the interest of FAA and led the agency to think it has the potential to go nationwide to help promote safety and relieve the workload at flight service stations, which pilots normally depend on for their weather briefings.

As an example of how it can relieve that workload, Jan Allsman, the Washington FSS specialist who is the program's host, points out, "On an IFR day, 75-80 percent of our briefings at the FSS are VFR student pilots wondering if they can go up." Now he says he can answer all their questions on television at once.

On some days, Allsman explains, he can go to work at the FSS in the morning giving weather briefings and not put the phone down until he is

relieved at noon. Although figures are not available on a nationwide basis, it is reported that some 30,000 phone calls went "unanswered" last year at the Los Angeles FSS alone.

In addition to its asset to VFR pilots, the program provides all the information needed to file an IFR flight plan.

Allsman and Vic Turner, program coordinator for the show produced by the Maryland Center for Public Broadcasting (MCPB), both exude an enthusiasm for the project which is nothing short of contagious.

Turner relates that "Aviation Weather" was begun as, and remains, the property of the aviation community, which controls the content of the series. A board of advisors, including two members from FAA, represents the community and serves as the regulatory body for the program. Each man on the board has an absolute veto over program content.

Turner credits three members of the board with being instrumental in the show's present format.

Jan Allsman, "Aviation Weather" host, meets with the show's director, George Benefield, prior to a broadcast.



On camera, Jan Allsman pitches the weather, as the TV floor director prepares to give him a cue.



They are Roy Downs, accident-prevention specialist at the Baltimore GADO; Ralph Nelson of the AOPA Air Safety Foundation; and Stan Lacey, National Weather Service. These men became associated with the program early in its development.

Many television programs can rely on TV rating services to gauge their effectiveness, or at least their audience. Turner says, these services are meaningless in this particular instance, because the potential audience for the aviation show is a relatively small one. He does indicate, with a bit of pride, that the program has never received a negative letter since it first went on the air in June 1972. That is not to say there have not been letters asking for changes, but even those acknowledge the merit of the effort.

Turner adds that on June 7, the program is slated to be picked up by the Eastern Educational Network, which consists of 21 stations in the Northeast. When "Aviation Weather" becomes part of EEN fare, the program will be telecast Thursdays and Fridays from 7:30-8 p.m. with half of the program given to aviation weather and half to pilot education.

The show is presently aired on Thursdays and Fridays in the Washington-Baltimore area, with long-range plans to go to a daily telecast, possibly in the morning, to test its true potential in the market. If the test proves successful, then FAA is likely to consider the program a viable alternative to in-person or telephone weather briefings.

As a barometer of the program's impact, Turner and Allsman cite an instance of a station in Alaska which wrote to MCPB to request a tape copy of one of the shows so it could duplicate the format for its

own show. The reason . . . pilots in the 49th state had heard about the program and wanted one of their own.

"Aviation Weather" is approved by the National Weather Service, which was approached first to provide an on-the-air briefer. Due to statutory prohibitions, NWS employees are not allowed to enter into direct competition with private meteorologists. Allsman gets the latest updated weather information from the Washington FSS prior to each show, and a crew of three artists at the Maryland TV facility prepares the maps.

When it's assembled, Allsman takes his place in front of the cameras, and by the time he's finished, many pilots have decided "weather" or not they will be flying the next day. —Text and photos by Steve Walters

Weather briefer Jan Allsman peeks over the shoulder as artists (from the left) Everett Rose, Jackie Lewis and Kyllis Winborne prepare maps for an upcoming show.



Mobility Gulch

This free service is open to principals only. All property advertised must be available on a nondiscriminatory basis to persons regardless of race, color, religion, sex or national origin. 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.

ALABAMA

House for sale in Mobile, 20 minutes from FAA; 2302 sq. ft. living area on ¼ acre, 4 bedrooms, 1½ baths, central air conditioning-heating system, central vacuum cleaning system, large double carport with utility, fenced yard, screened porch, terrace with gas grill, small greenhouse; one of best neighborhoods near 3 public and 6 private schools, 5 churches, shopping centers, country club and neighborhood swim club; \$35,000. Call 205-661-1411.

FLORIDA

Two lots in Goldcoast retirement mecca of Port Charlotte, 30 miles north of Fort Myers; corner lot 100 x 125 feet deep and adjoining lot 80x125 feet, located ½ mile from Charlotte harbor, near waterway and manmade lake; \$9,000 for both. Write William D. Murray, 1516 Gattis Drive, Orlando or call 305-273-2248.

Retirement home in Pinellas Park (between Clearwater and St. Petersburg) on corner lot; 3 bedrooms, 1 bath, den, air conditioned, refrigerator, built-in stove, new drapes; \$20,000. Call 813-544-7903 eves or write to P.O. Box 23124, Tampa, Fla. 33622.

Middle-executive rancher in exclusive Nautilus area of Miami near better golf courses; 3 bedrooms, 2 baths, paneled Florida room and formal dining room, eat-in kitchen with all like-new major appliances, air conditioned, 12 x 22-foot roofed patio, "move-in" condition for immediate occupancy; full asking price \$47,000 or \$20,000 down and take over total payments of \$279. Call 305-538-5680 or write M. Forrest, P.O. Box 2041, AMF, Miami 33159.

MARYLAND

Bayshore Apartment in Ocean City available for rent for spring, summer and fall; 1 bedroom, sleeps six, fully furnished except for TV and linens, located on ground floor with boat dock at the back door; \$155 per week. For reservations and information, write Rodney D. Opitz, 6324 Norma St., Fort Worth, Tex. 76112 or call 817-451-9488.

Furnished apartment for sale on bayside at Ocean City; 1 bedroom, air conditioned, heated, wall-to-wall carpeting, sleeps six, private boat slip at door; \$18,900. Call 703-356-5913.

MASSACHUSETTS

Colonial farm in good condition in Billerica, 15 minutes from regional office, 30 minutes from Boston Center, 45 minutes from Logan Airport; 7 acres, half wooded, on main road, 4 bedrooms, 1 bath, utility room, attached garage, oil furnace, natural-gas service, artesian well, storms and screens, out-buildings, picnic areas, 30 x 60-foot swimming pool; 20-year owner moving for PCS this summer; \$50,000. Call 617-667-7775.

NEW MEXICO

Spanish-style 1-year-old stucco house in Albuquerque, 10 minutes from ARTCC; 3 bedrooms, 1½ baths with marble vanities and 5-foot long shower, drapes, coppertone gas range, double stainless sink with disposal, mobile dishwasher, finished double garage, landscaped with guaranteed-to-grow plants, cedar stockade fencing in rear, low wall in front,

living room—master bedroom—hall carpeted, kitchen oversized with floor-to-ceiling fireplace, forced-air furnace, water heater, washer-dryer connections; near Arroyo del Oso golf course, good schools via bus; available June 1; \$25,500. Call 505-299-8732.

NEW YORK

Colonial house in Huntington on Long Island's north shore; 4 bedrooms, 2½ baths, dining room, living room, family room, big eat-in kitchen, paneling, fencing, patios, pool; \$45,490. Call 516-864-4074.

NORTH CAROLINA

Beach house for rent on unspoiled stretch of beach in Nags Head, N.C.; new chalet has 3 bedrooms, 1½ baths, beautifully furnished, sleeps 6; off-season \$135 per week, July-August \$200 per week. Call eves 301-656-3447, days 202-755-1442.

PENNSYLVANIA

Cottage on Harveys Lake near Wilkes-Barre on 50 x 100-foot lot; 5 rooms, 3 bedrooms, 2 porches, needs well and septic tank; \$5,500. Call 201-288-3501.

VIRGINIA

Total electric rambler in Sterling Park, 5 minutes from Dulles, 15 from Leesburg Center, 50 from Washington National and headquarters; 3 bedrooms, 1½ baths, family or dining room, large eat-in kitchen, all appliances, utility room, garage, patio, storms; walk to schools, June occupancy; \$34,950. Call 703-437-0892.

Lot on Shenandoah River near Front Royal in Blue Ridge Mts., 1 hour from Dulles Airport; 600 x 100-feet, cement porch, sidewalks, gravel drive, steps and retaining wall at river, electricity, well and septic tank, access to 2 swimming pools, tennis courts, 2 lakes, recreation hall, fishing, hunting, has security system with deputy sheriff; \$7,500 but will consider monthly payments with good down payment. Call 703-635-3725.

Split-level in Herndon, 5 minutes from Dulles Airport; corner lot, 3 bedrooms, 1 bath upstairs, 1 bath downstairs, dining room, family room; excellent schools; \$39,750 and terms available. Call 703-532-4265 or 703-820-2318.

faables

"I gotta cut this coffee break short, Nastage, so I can get back to the office to quit for lunch!"



Drawing by Bob Smith

It was a gray, wintry day, and a mantle of snow covered the Cascade Mountains just east of Tacoma. Over the bleak and lonely area, a Beechcraft Bonanza with three aboard was nearing its destination at Boeing Field in Seattle on an instrument flight plan from Salt Lake City.

Suddenly, the engine quit, and controllers in the Seattle Center at Auburn heard a call from the pilot that he was out of fuel at 8,000 feet and going down in the clouds over the mountains. That was at 1:21. Controllers Harry Littel, Dennis Ferguson, Robert Jurgensen and watch supervisor Earl Rankin set into motion a coordinated rescue.

The big break was in the form of an ancient Douglas B-23, circa 1940, carrying a group of University of Washington scientists conducting cloud and weather research in the same area at 12,000 feet. Owner-pilot Bob Spurling heard the emergency in progress and began relaying radio messages, including the last course correction to the plane before it crashed. At 1:23, the center lost radio and radar contact as the plane dropped between the peaks.

Talking to the pilot on the ground, Spurling learned that he had been able to make a forced landing in a logged-off area about six miles northeast of Howard Hansen Reservoir near Black Diamond, about 3,500 feet up the side of a mountain. With the plane's radios still operating, the pilot was able to tell Spurling when he was directly overhead.

While the B-23 continued to circle, the controllers

contacted McChord AFB radar approach control, which alerted the Dustoff helicopter unit at Gray Army Field at Fort Lewis. A chopper was dispatched, but had to set down because of severe icing conditions. At 2:10, the center called the 92nd Aviation Group at Sam Point, Seattle, a reserve Army helicopter training company. By 2:30, a Chinook helicopter took off for the crash site, stopping off at Boeing Field to pick up maintenance inspector Alan Butterworth, who was on accident alert at the Seattle GADO. By 2:55, they had reached the crash site.

A key element in the rescue effort now came into play. Spurling's B-23 opened a hole in the cloud cover by dumping a load of dry ice used for cloud-seeding experiments, permitting the helicopter crew to spot the crash and set down.

The downed plane had impaled itself on a stump, but the three aboard the Bonanza escaped without a scratch. Butterworth helped the crash victims aboard and took some time for preliminary investigation before the Chinook returned to Boeing Field.

What might have been a tragedy for these cold but lucky people turned out to be only a three-hour delay. Luck in the form of the cloud-seeding B-23 being right on the spot and close coordination between FAA personnel and the military saved the day. As a result, all connected with the incident—controllers, Bob Spurling and the men of the two helicopter groups—have been cited. We certainly can point with pride.



The starting "gun"—Robert Blacker ignites lighter-fluid-filled soda-can cannon, while Ralph Frick watches that the tennis-ball missile doesn't penetrate active airspace.

Civil Rights monitors Judy Egbert and London Kennedy are launched into the center of the course by (left to right) Larry Pahl, Al Strandgard and Cliff Underwood.



Crouse and Borowski fake a run through the finish tape held by Pamela Potter (left) and Barbara Ray.



Looking the worse for wear, Deck Crouse is comforted by Laura Macklin, as prostrate Ray Borowski has his blood pressure read by Mary Landato. Regional flight surgeon Dr. Paul L. Brattain examines an X-ray.



The Run For The Pantyhose

In the small town of Des Plaines, Ill., there's an outfit called the Great Lakes Regional Office of the Federal Aviation Administration. Among its 600 employees, there's a group that calls itself the Flight Standards Division, and it's divided between the right side of the building and the left side. So they call it Flight Standards Right and Flight Standards Left.

One day somebody said, "Why don't we have a race between FSR and FSL?" (That's how they abbreviate it—see Handbook 733431.XY.)

So it came to pass in September last year that people from the FS Division began turning out at lunchtime to run elimination races around a man-made lake near the regional office. Day after day throughout the months of September, October and November they ran. (Actually, they walked, because it was a heel-and-toe competition.) Before long they had narrowed the field to two people.

Raymond "Bullet" Borowski, chief of the systems and equipment section, from the left side and Deck "Sea Biscuit II" Crouse, general-aviation section, from the right side emerged to carry the honor and a few excess pounds for their halves of the Flight Standards Division.

Notices were circulated and public-address announcements made. Then Region Director Lyle K. Brown stepped from his office and said, "We must take special precautions in this race consistent with the safety of air commerce, the well-being of our neighbors near the R.O. and the good looks of the contestants."

Immediately, regional flight surgeon Dr. Paul Brattain gave thorough physical exams to the hearty finalists. Preparations were made to set up an emergency medical clinic near the race course. Noise-measuring contraptions were unlimbered to assure that neither racer approached the speed of sound during his walk, thus causing a sonic boom in the O'Hare area. (Sonic booms are outlawed by FAA.)

Then came the day of the great race. It rained. Then came another day and it iced. More days came and went, but there was always something wrong with them. Finally, a cloudy day dawned in early December and somebody said, "The h—l with it, let's run this race."

London Kennedy and Judy Egbert of the Civil Rights Staff launched a rowboat into the lake to get a clear field of view to make sure neither racer vio-

lated the other's equal walking opportunity.

At the blast of a soda can which threw a tennis ball 30 feet into the air, the stalwarts were off and walking, or rather one was. Each man walked separately while judges held stopwatches.

Anyway, Sea Biscuit Crouse was given a 10 minute handicap: 1.5 minutes for every year of his age above Bullet Borowski. Crouse reached the halfway point of the three-quarter mile race and had to turn around because of sidewalk construction. However, this was all planned for and measures had been taken so the racers could prove they had reached the halfway mark. Crouse picked up half a pair of ladies' pantyhose and brought it back with him. It had been donated by someone in Public Affairs.

"Who?" public affairs officer Neal Callahan was asked.

"We ain't saying," he shot back.

At a speed of about Mach .00636, Crouse tore back to the finish line to the cheers of the throng which had poured out of the regional office to watch the race.

He had a little trouble breaking the toilet-paper ribbon at the finish line—those things never tear like they're supposed to, but he made it.

Then it was Bullet Borowski's turn. He reached the halfway point, picked up the proof, wheeled and headed back to the finish. The Civil Rights monitors watched like hawks from their rowboat. The crowd cheered. The stopwatches ticked off. The sonic-boom needles nearly registered a ripple. Bullet huffed. Bullet puffed. The toilet paper stretched taut, and he burst through the line in a blur.

The judges conferred, checking their stopwatches. "The winner, by one minute and 40 seconds, is Raymond 'Bullet' Borowski! Winning time, eight minutes!"

Even with 10 minutes subtracted from his time, Sea Biscuit Crouse, who walks a mile and a half to work every day, lost.

As high FAA officials gathered around, Bullet Borowski was presented with the winner's prize: an autographed photo of Flight Standards Division chief Paul E. Cannom.

"Flight Standards has the rights to this race," said Neal Callahan. "Yes, they'll probably do it again next year and could be some other offices as well."

Maybe by then, the sidewalk will be fixed.

—By Don Braun

DIRECT LINE



Q. The FAA WORLD article regarding certain colleges that would allow an individual up to 60 credit hours for his work was very encouraging to those of us who are going to college part-time. Why of all the colleges in the Washington and Virginia area was a non-accredited institution selected? Is there a possibility that such an arrangement can be negotiated by FAA with the University of Virginia or George Mason University?

A. No arrangements for an FAA After Hours College Opportunity Program have been negotiated with a non-accredited college, nor do we contemplate entering into such an agreement. Eastern Region efforts to establish a program at George Mason similar to that of the Dowling College Program have been unsuccessful to date. The chief of the Training Branch is continuing his efforts to establish a program at a four-year accredited college in the Washington area.

Q. Just wondered if and when the law has been changed on "Survivor Annuity to Widower." Direct Line, February, stated, "A married couple may retire and each receive a reduced annuity to assure a survivor annuity for the spouse who survives." According to the latest certificate of membership in the CSC Retirement System (SF 105 January 1970), a widower to qualify for a survivor annuity must (a) have been married to you for at least two years immediately preceding your death, or (b) be the father of a child born of your marriage to him, and (c) at the time of your death be incapable of self-support because of a disability, and (d) have received more than one-half of his support from you. If this has been changed, there are a lot of working ladies who would like to know about the change.

A. PL 91-658, approved Jan. 8, 1971, did make some significant changes in the CS retirement law. Among the changes was an "equal rights for women" provision that gives a retiring female employee the same entitlement in selecting a survivor annuity for a spouse that a male has; that is, the requirements that the widower be incapable of self-support because of dis-

ability and have received more than half of his support from his wife were deleted. Chapter 5 of the Employee Benefits Handbook, 3800.5B, dated 2/7/72, is up to date on those matters.

Q. I would like to know what function the doctor at an ARTCC has. From information given, it seems FAA is subsidizing the doctor to sit on his butt.

A. PL 658, 79th Congress, authorizes and mandates each governmental administration or department to establish and staff health clinics "in localities where there are a sufficient number of Federal employees to warrant the provision of such services and shall be limited to (1) treatment of on-the-job illness and dental conditions requiring emergency attention, (2) pre-employment and other examinations, (3) referral of employees to private physicians and dentists and (4) preventive programs relating to health." Civil Service ATCS Standards, Series GS-2152, establishes medical standards and provides for annual medical examinations. FAA Order 9430.2A establishes and Order 9430.3, Chapter 3, implements the agency's ATCS health program, resulting in the establishment of center clinics and their staffing. If there are derelictions and deficiencies in the performance of their mission and duties by the assigned staff members, including the clinic physician, the Federal Air Surgeon is interested in knowing about this, and such acts should be reported to him immediately.

Q. I recently submitted a vacancy bid under MPP for an advertisement of three positions at the GS-11/12 level for a radar approach control facility. I was very optimistic about receiving one of these positions, only later to find out that two of the positions had been filled through normal bid procedures, while the third was filled by a GS-4 "150 Series" minority employee. I feel that this selection was unfair, that he would be the least qualified of all possible candidates, would take much longer to check out and become useful. Also, it denies opportunity for career progression for more qualified personnel. How do you justify this?

A. The agency's 150 Program is designed to broaden its recruiting base as well as offer employment opportunities in air traffic control and as electronic technicians to those who but for this training and job opportunity would have their potential unrealized. In these occupations, the 150 Program accounts for a relatively small proportion. Each region, however, is allotted a number of 150 candidates who are to be hired and assigned as trainees to different facilities. The regional divisions have the sole responsibility for determining which facility receives a candidate. In this particular case, it was after the job advertisement that your tower was selected as an appropriate place for one of the trainees. As a result, only two of the advertised positions were filled with journeymen and the other slot moved over. It was unfortunate for you, but some facility must take on the trainee, and it must be one with a vacancy.

Q. Where can I obtain counseling and direction pertaining to the new controller retirement bill, social security and insurance? I'm in a terminal facility. Is there some way personnel can come to the facility and conduct a seminar?

A. Generally, counseling and direction at present is available only by telephone. Usually, the Employment Branch of the Manpower Division handles retirement, social security, insurance, etc. We hope in the future to issue a regional Vidicom that will provide taped presentations on these subjects, but personal visits to the facility are, unfortunately, not feasible due to staffing and fiscal restrictions. Some of your questions may be answered by referring to the following: (1) Employee Benefits Handbook, 3800.5B—Life Insurance, Chapter 2, paragraph 17; Health Benefits, Chapter 3, paragraphs 27 and 29f; Retirement, Chapter 5; (2) ATC Second Career Program Handbook, 3410.11; (3) Social Security—write or call the nearest Social Security Administration Office.

Q. Recently, my facility received a modification kit that consisted of a new-type insulator for a compass-locator transmitter on which there were two decals, one stating "The Nelson Insulator," the other, "This design suggested by RC Nelson, EA-438." Why should this be when suggestions by field personnel get no such credit?

A. The insulator solved a long-standing problem, which had garnered many suggestions over the years that never proved satisfactory. Mr. Nelson worked in his own shop and designed and tested the insulator on his own time. It proved highly satisfactory and was adopted nationally. It is not normal policy to provide such decals and could lead to a conglomeration of them plastered all over equipment for each modification. In this case, FAA's top management made an exception due to the initiative and perseverance of the originator on a particularly long-standing problem.

Q. The rules are quite clear that the survivor benefits of a retired government employee are adjusted to the consumer price index before and after the death of the retired employee, if the retired employee takes the full survivor annuity. What happens in the case of an employee who elects to take less than the full survivor annuity? Does the reduced survivor annuity adjust to the consumer price index both before and after the death of the retired employee?

A. The law (5 USC 8340) says, in substance, that an annuity payable to an annuitant's survivor (except a child, who receives special treatment) after the first cost-of-living increase received by the annuitant shall be increased by the total percent increase he was receiving at death. Each cost-of-living increase thereafter will be added to the survivor annuity as long as the survivor continues to be eligible for a survivor annuity.

box populi

The FAA World Survey

Every magazine likes to know how its audience reacts to it. Commercial publishers have a price tag combined with circulation figures to help gauge their success. FAA WORLD took the survey route, distributing about 15,000 questionnaires across the agency to help us read your attitudes. As of this writing, nearly 7,000 have been returned, and the statistical results are provided below.

What we wanted to find out was how you liked the magazine as a whole, the frequency of its publication and its method of distribution. The results were gratifying: More than half of the responders reported that their families read the magazine and that they liked the magazine the way it is—in fact, 4.2 times as many people preferred a monthly issue mailed to the home as any other suggested approach. Finally, of those rating the magazine as a whole, other than the middle-of-the-roads, 67.3 percent were positive in their attitudes toward FAA WORLD.

1. Do members of your family read FAA WORLD magazine? YES **3585** or 53% NO **3173** or 47%

2. Which frequency and distribution do you prefer? (Check one):

Monthly, as at present, mailed to your home

3222 or 54%

Monthly, as at present, delivered to your office

397 or 6½%

Bi-monthly (six times a year), mailed to your home

591 or 10%

Bi-monthly (six times a year), delivered to your office

216 or 3½%

Quarterly (four times a year), mailed to your home

764 or 13%

Quarterly (four times a year), delivered to your office

767 or 13%

3. How would you rate FAA WORLD magazine? (Check one):

POOR **713** or 11½%

296 or 4½%

493 or 8%

1740 or 27½% (the midpoint)

1625 or 25½%

831 or 13%

EXCELLENT **626** or 10%

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