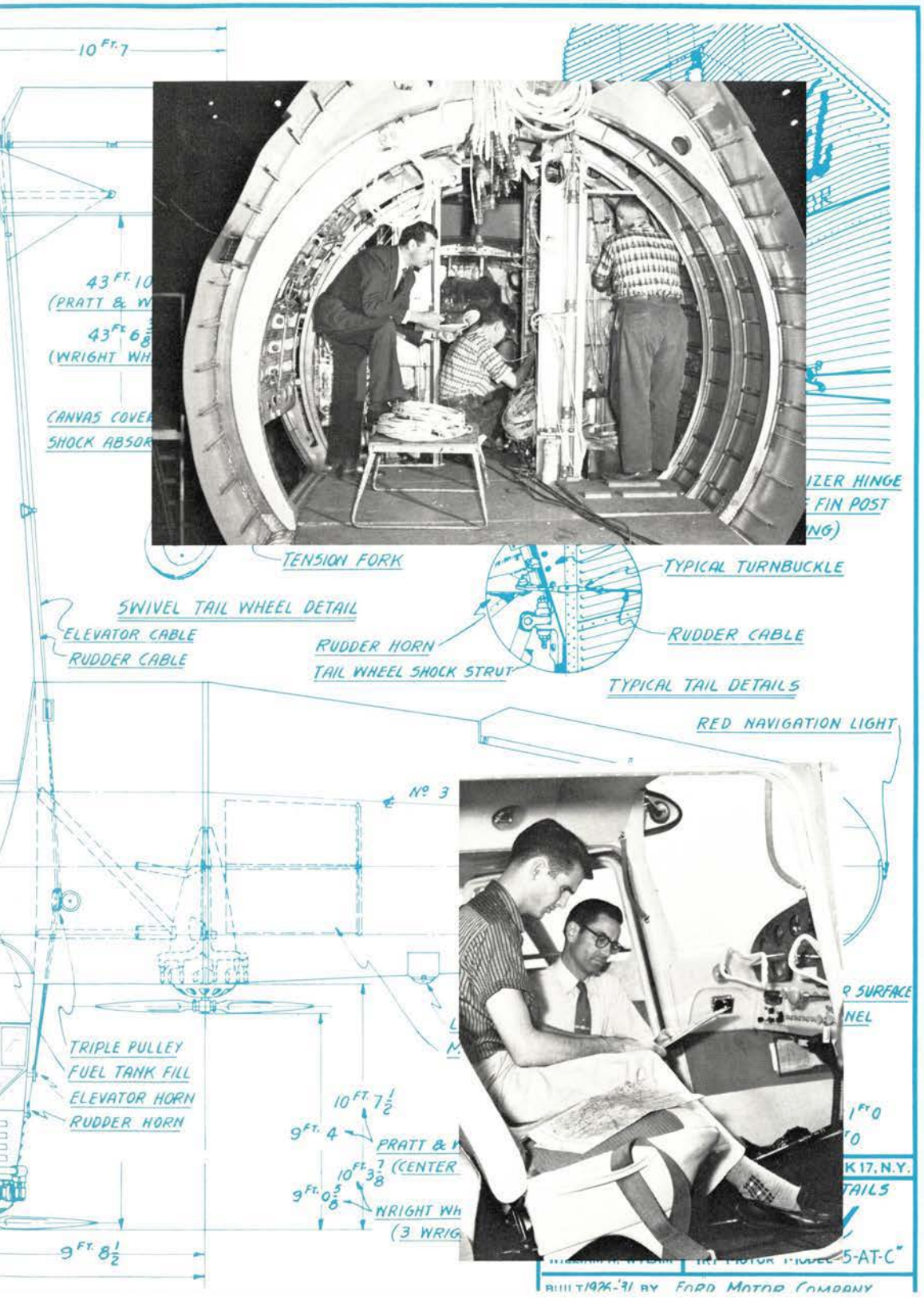
JULY 1973

FAA WORLD

Service to Man in Flight



PLANES PILOTS AND REGS

The Flight Standards Story

Part I

FAA WORLD

JULY, 1973 VOL. 3, NO. 7

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The cover: *From the days when the Ford Tri-Motor briefly held sway to now, Flight Standards has been insuring the safety of aircraft design and the pilots who fly them.*

—*Plans, courtesy of* Model Airplane News

Progress For Tomorrow And Beyond

The power curve for aviation is on the ascendancy. The airways system of the United States, before the decade is out, will be the envy of the world.

The first phase of FAA's NAS Stage A implementation is virtually complete, and ARTS III installations at locations throughout the country will be operational by the end of this calendar year. We are well under way with our program to reconfigure and automate the flight service stations. The development of a microwave landing system is on schedule and proceeding rapidly. We've made progress in electronic voice-switching, the discrete-address beacon system, area navigation and the expansion of positive control of terminal airspace.

Too, aviation is making progress in coping with environmental challenges. The advanced-technology jets have been designed to be good neighbors; they are markedly quieter than conventional jets and virtually smoke-free. Moreover, the airlines have gone back and cleaned all of their JT8–D engines that power the 727, 737 and DC–9. Still greater advances in quiet-engine technology are at hand.

The point is that industry and its government partners in aeronautical progress are working diligently to make aircraft environmentally acceptable and our airports good neighbors. Aviation has become the safest, most efficient, cleanest and fastest method of moving people and goods. Because of this phenomenon, we aviation advocates must be prepared to face and solve the problems this technology created, and we must do it together.

We have come a long way in all facets of airport/airways modernization since the enactment of the $5.4 billion airport/airways development and revenue legislation of 1970. Sometimes, it has seemed that our expansion and modernization programs are moving slowly; yet, in retrospect, the National Aviation System's improvements are coming rapidly into operation.

We need have little doubt that FAA will meet aviation's requirements of the late Seventies and beyond.

Alexander P. Butterfield

ALEXANDER P. BUTTERFIELD
Administrator

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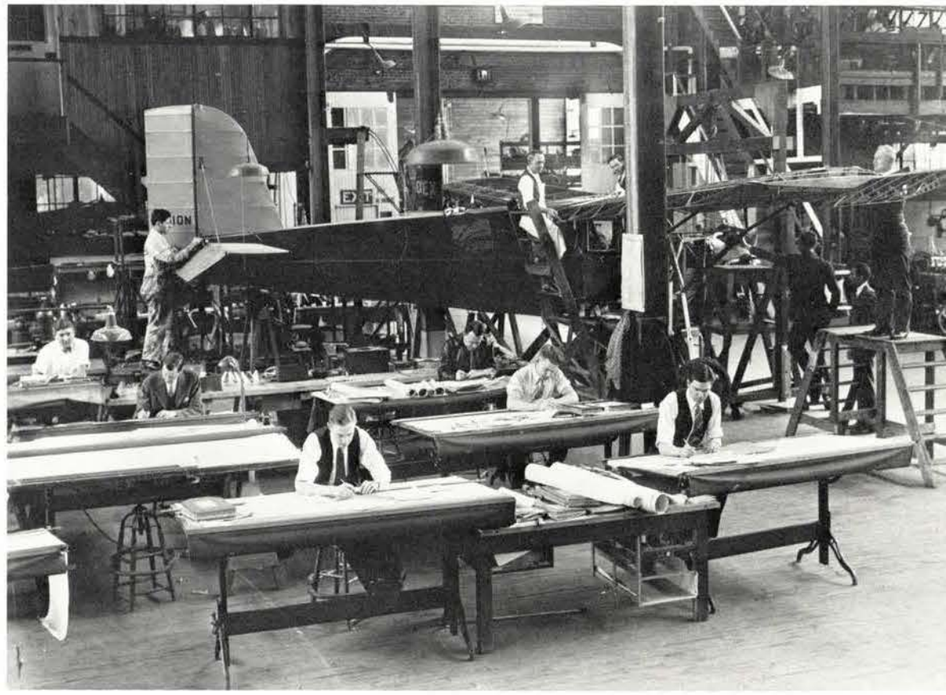
PLANES, PILOTS AND REGS

The Flight Standards Story

FAA WORLD presents a two-part history of the Flight Standards Service and its predecessors. Part II on the modern era will appear in the August issue.



Building the three-seater "Robin" in the Curtiss-Robertson factory in Anglum, Mo., about 1928 . . . It was "one of the world's most modern factories" at the time. Every inch of the Robin's construction would be looked over by Aeronautics Branch inspectors before it flew.

Part I—The Beginnings

For 23 years after the world's first powered airplane flight by the Wright brothers in 1903, the Federal government had not one word of rules on the books to regulate aviation. But various states and cities were not as tardy in exercising their police powers, and by 1920 or so, New York City cops had arrested a number of flamboyant pilots for "reckless flying." Several states had some minor laws on flying, but there was nothing like an overall, uniform code that carried the weight of law to license pilots and their planes.

The need was pressing, since 10,000 pilots had been trained and 17,000 airplanes built by the end of World War I. Many of these surplus planes and pilots invaded the countryside in flying circuses or as lone "gypsies," performing all kinds of in-flight stunts for paying crowds and frequently killing themselves in the process when they pushed themselves or their planes too far.

Air mail service—inaugurated by the Post Office Department in 1916 between Washington and New York and by 1920 extended to the transcontinental

CAA's very first DC-3 used for flight inspection of navigation aids sits on the ramp at Idlewild (now JFK Airport) in 1950 as inspector Joe Duncan (left) and Earl Blanchard, Flight Inspection Branch chief, stroll away.

route from New York to San Francisco—represented the only real service of aviation to the public. Many entrepreneurs started passenger-carrying services on short routes in the early '20s, but none were particularly successful—and all did it without Federal supervision of any kind.

There was much talk and many bills were introduced in Congress to regulate aviation, but it wasn't until May 20, 1926, that Federal control became a reality when President Calvin Coolidge signed the Air Commerce Act. By then, it was universally agreed that government safety regulation was necessary to help American aviation become more than a sideshow for thrill-seeking crowds. Someone had to set the standards for flight.

The Aeronautics Branch, set up within the Department of Commerce by the Act, energetically went to work licensing all the pilots and planes that were already flying. It was a monumental task. In February 1927, the Branch reported, "There has been a flood of applications covering airmen and aircraft." By July things were getting worse and the Licensing Division reported, "This division has been overwhelmed with applications for identification and license under the Act." In a gesture to history, Assistant Secretary of Commerce for Aeronautics William P. MacCracken, Jr., offered the Branch's first pilot license to Orville Wright, then 55. Wright declined and license No. 1 went to MacCracken. Gradually the Aeronautics Branch caught up with its workload and settled down to improving the standards for certification of airmen and airplanes.

The first air regulations had been written in 1926 after many conferences between government officials and representatives of the aviation industry. From the very beginning, the rules provided for type certification of aircraft and engines and production certification of manufacturers. The type certificate meant that a particular airplane or engine was approved and the production certificate meant the manufacturer was found competent to reproduce the design with "exact similarity." Most planes already in use were merely licensed without going through type certifications. But all new planes had to be approved. On March 29, 1927, the first type certificate was awarded for the Buhl Airster 6-3A, a three-place open cockpit biplane.

These regulatory actions were taken by the first predecessor of the present Flight Standards Service —the Air Regulation Division of the Aeronautics Branch. Air Regulation was divided into an Inspection Service and a Licensing Division. A total of 15 inspectors were hired in the first fiscal year of operation. Nine inspection districts were mapped out, and pilot and aircraft inspectors spent many hours on trains (much to their chagrin) traveling about the states to give flight tests to pilots and to check planes. Aeronautical engineering inspectors were stationed in factories, devoting their time to minute inspections of airplane construction, then approving the airplanes for licenses following flight tests.

Giving student pilots flight tests was very hazardous duty in those days. The aviation trade press reported, for example, that "one inspector was landed in a tree by an applicant when the engine cut out; another had a woman applicant bring in a plane upside down." Two inspectors were killed giving pilot tests in FY '29.

The licensing division issued airplane and pilot licenses, designated physicians throughout the country to give pilot medical exams and checked manufacturers' drawings and data for new aircraft.

Checking of manufacturers' data then, as now, was the key to approval of aircraft design. Factory inspections occasionally disclosed "that inferior materials are being used. Cracked and knotty spruce is the chief offender. . . ." As 1930 approached, however, manufacturers were getting away from wood and wire and were beginning to use welded tubing more often in airframe construction.

Keeping a close eye on all phases of manufacture, the Aeronautics Branch, through the Commerce Department's Bureau of Standards, ran endurance tests in Washington on all new aircraft engines. The 50-hour check was the basic test, but the hours were soon increased. Finally in 1933, the Branch allowed manufacturers to test their own engines and submit the data according to Branch regulations. Testing by the government was just too time-consuming and laborious. This was the first of many steps that eventually took the government out of direct inspection and testing of every nut and bolt produced by the aviation industry.

In the '30s, the philosophy of the Aeronautics Branch and the Bureau of Air Commerce (the name change came in 1934) was to have all surveillance done personally by government inspectors. As a result, many inspectors worked as many as 15 hours a day checking planes, pilots, mechanics, flying schools or repair stations. The aviation industry was still small enough, however, to permit the inspectors to cover nearly everything.

CAAers (left to right) Earl Blanchard, Harold Salut (now with the National Flight Inspection Division at the Aeronautical Center) and Harry Brewer in 1953 looked over a rebuilt 1910 Curtiss pusher biplane for certification as an experimental-type aircraft, many years after it flew without any certification. The scene is Idlewild Airport.

Aircraft inspectors in the early days were (and still are) important men in community, but their sway sometimes bordered on tyranny. There was a report of an inspector who ran his pocket knife along a wing and cut the fabric, saying, "I don't think this is strong enough." Another allegedly snapped, "I don't like this plane and I'll tell you why. I just don't like it." Such incidents were not frequent, but they happened often enough.

The personal touch from the highest levels of the Aeronautics Branch was much in evidence in early 1927, when Charles A. Lindbergh applied for an experimental certificate for his plane, "The Spirit of St. Louis." Clarence M. Young, Director of Air Regulation, arrived in San Diego to inspect the plane and quickly approved it, even before the fuselage and wings were assembled. Then in May, MacCracken flew to Roosevelt Field on Long Island, New York, where Lindbergh and others were preparing to attempt the non-stop Atlantic crossing to Paris. Lindbergh asked MacCracken for permission to fly without navigation lights in order to save weight and thus carry more fuel. MacCracken approved the request, saying he didn't expect Lindbergh would run into much traffic on the way.

The original air regulations included the examination and licensing of mechanics. In 1929, the Act was amended to provide for the licensing of flying schools, and rules were added for the licensing of mechanic schools. That same year, the rules for transport pilots were tightened by requiring such pilots to fly passengers or cargo for hire only in the type of aircraft specified on their licenses, even though they were permitted to fly all other types of planes.

In 1930, major regulations were issued covering scheduled interstate air transportation—these were the forerunners of today's rules governing the big airlines. One year later, airline inspectors were increased from three to 12 and the U.S. divided into four airline-inspection districts with three inspectors in each, including different inspectors specializing in operations and maintenance. From time to time, airline inspectors would ride unannounced on airline flights to check crew operations. This policy of making enroute inspections, even when advance notice was given, would later cause much friction between FAA and airline pilots.

With the issuance of rules to require inspection and approval of aircraft and engine repair stations in 1931, the Aeronautics Branch had built the framework for covering all persons known as "airmen" —anyone who flies or fixes an airplane or teaches someone else how to.

Throughout the '30s, standards for airplanes and flight operations were improved. New rules called for an engine manual and certain instruments on planes (bank and turn, airspeed, rate of climb, altimeter, compass, thermometer and clock). Preparations for transoceanic flights were more closely inspected, and pilots planning to fly the oceans were required to be able to fly solely on instruments. Co-pilots were required on interstate flights of five hours or more with eight passengers or more. Maximum flight hours were specified for airline pilots by year, month, week and day. Multi-engine aircraft capable of flying with one engine out were required for airline flights at night over rough terrain. Emergency exits on airliners were required. Parachute riggers were certified.

Spectacular airplane crashes continued to plague the industry and mortify the government, particularly when well-known people were aboard. The 1931 crash of a plywood Fokker airplane, killing famed Notre Dame football coach Knute Rockne, led Director of Aeronautics Clarence Young to ground 36 similar planes even though they had passed airworthiness inspections. The death of Senator Bronson Cutting in a DC-2 crash in Missouri in 1935 brought a call for parachutes on airliners, but the idea was ultimately rejected as impractical.

But the '30s also registered one of the agency/industry's most smashing successes. Bringing together the most advanced aerodynamic design, construction techniques and powerplant available, the Douglas DC-3 first flew in December 1935 and was certificated by the Bureau the following year. Designed and built before the age of complex mock-ups and ground tests, the DC-3 became one of the world's most successful airliners, more than 10,000 having been built by 1945.

Nevertheless, the Cutting crash resulted in extensive Congressional investigation and a call for improvement of the government's control of aviation. On June 23, 1938, President Franklin D. Roosevelt signed the Civil Aeronautics Act.

In these pre-war years, CAA's manpower shortage hurt. One inspector was confronted by 23 pilots for tests in a single day. Fifty-three qualified mechanics had to be hired to aid in inspection duties. Airlines were allowed to balance their aircraft and make minor repairs without inspection. Seven hundred pilots, mechanics, instructors and other people agreed to join the CAA as honorary (that is, unpaid) aircraft inspection representatives and flight examiners.

Then in September 1938, while war clouds gathered in Europe, President Roosevelt set the scene for America's industrial miracles of World War II by calling for an annual production of 10,000 airplanes. By the end of the war, aviation would be permanently transformed and so would CAA's methods of certifying planes and pilots.

At the request of the War Department in 1939, CAA launched the Civilian Pilot Training Program which turned out hundreds of thousands of pilots,

Learning to fly was the way to begin a safety inspector's career, as recently retired Earl Blanchard (left) did in this OX-5 Wichita Fokker in Vermont in 1932. He served as a general-aviation inspector and later with the Flight Inspection Branch in the Eastern Region and at the Aeronautical Center.

many of whom went directly into the military during the war. CAA supervised ground-school training at colleges, universities and existing flying schools and wrote training handbooks, as well as checked the maintenance of CPT aircraft and facilities.

On Dec. 1, 1941, new CAA regulations required every U.S. pilot and aircraft operating in U.S. airspace to be Federally certificated. Until then, some pilots in some planes flying within a state's boundaries were still not covered by the rules.

Six days later war came to the U.S. The day after the Pearl Harbor attack, CAA grounded every pilot in America. Airlines were permitted to continue scheduled operations only with the approval of the War Department. CAA plunged into the relicensing of all pilots, issuing identification cards bearing photos, fingerprints and signatures. Loyalty and citizenship checks were conducted on every pilot and on new applicants. The location and use of all aircraft were accounted for by CAA, and many planes were dismantled or put into storage. Sabotage would be prevented.

As the war ground on, more CAA Safety Regulation inspectors took up stations in factories to check manufacturers' compliance with CAA and military airworthiness standards. Others test-flew many military aircraft, including the famous P-38 fighters and B-17 bombers, while agency engineers worked on numerous aircraft projects for the U.S. war machine. Air-carrier inspectors, who had been sent abroad in small numbers in the 1930s as airline services grew, checked the loyalty of the carriers' mechanics in such places as Panama, Hawaii, Alaska and South America where the airlines were providing airlift services for the military. At home, CAA personnel inspected airline and privately owned aircraft to be bought by the U.S. military or sent to the Allies in the lend-lease program.

The war ended. Again, a deluge of pilots and planes surged over the civil-aviation scene, but this time the onslaught was anticipated and far-reaching measures were soon taken to deal with it.

—By Don Braun

(Next month, FAA WORLD continues the story of Flight Standards in the modern era.)

faables

"Gee, thanks, Nastage. I'm glad to see you don't have hard feelings about being turned down for promotion!"

DIRECT LINE

Q. Can an employee detailed three days a week for four months, using his privately owned vehicle to travel between home and the detailed duty station, claim mileage in this fiscal year, even though the travel was performed during last fiscal year?

A. If an employee feels that he has a legitimate claim for official travel last year that he had not presented for payment, he may present the claim this fiscal year.

Q. Of the four ARTCCs in the Southern Region, why did the Miami Center alone require CCC electronic technicians exclusively to stand the FCO watch during the regular FCOs' sick and annual leave? Is standing a center FCO watch justified under the "other duties assigned" portion of the CCC technician's job description? Could a CCC technician standing an FCO watch be held fully accountable when an air-safety incident was related in some degree to his actions or lack of action through unfamiliarity? How are other centers justified in paying off-duty FCOs overtime to cover normal absences?

A. All of the ARTCCs in the Southern Region are in differing stages of implementation of the automation program. For various reasons—large training commitments, recruitment restrictions, etc.—all ARTCCs are operating at times with reduced staffing levels. In order to provide the best possible service, all available manpower resources must be used to the best advantage. At Miami, the CCC was still under contract maintenance. Since the unit to which the CCC technicians are assigned is also the most fully staffed, it would be the best-available source for a technician to stand the Facility Coordination Officer watch during the absence of the regular FCO. Since the FCO is an established position, the duties performed on the FCO watch are not "other duties to be performed as assigned" by other technicians. However, the supervisor has the authority to detail other technicians to the FCO watch on a short-term basis; i.e., one or two days during the absence of the employee regularly assigned to that position. The technician who is assigned these duties would be held accountable for his actions the same as he is for any other assigned duties. Calling in an off-duty FCO on overtime is justified if it is determined to be necessary to provide adequate support for ARTCC operation.

Q. I would like to know why career service emblems and sick leave certificates are so long in being issued after an employee becomes eligible for them. I realize these are minor items, but an accumulation of these things can do a lot to deflate an employee's morale.

A. Each region and center and Washington headquarters is responsible for establishing local procedures to insure timely presentation of career service emblems. Therefore, any individual problem should be brought to the attention of the local Recognition and Awards Coordinator. Since you did not supply your name, we cannot determine the whys in your particular case. In the system at Headquarters, however, a computerized list of employees eligible for career emblems is printed out each month, and the appropriate list is supplied to the coordinator within each service, which forwards them to the specific supervisors for presentation. There is no program at Headquarters for certificates for accrued sick leave.

Q. This question arises quite frequently. When I travel for the government on my day off, am I authorized per diem plus overtime? Also, can a person refuse to travel on his day off when per diem and overtime are not provided?

A. When an employee performs official travel away from his headquarters, he is entitled to per diem regardless of whether it's a workday or day off. Whether he receives overtime for travel performed on a day off or outside scheduled duty hours depends on whether the travel involves the performance of work while traveling, is incident to travel that involves the performance of work while traveling, is carried out under arduous conditions or results from an event which could not be scheduled or controlled administratively. If an employee is ordered to travel on his day off by proper authority and refuses because overtime is not payable, he is subject to disciplinary action.

Q. I am presently assigned as a permanent Evaluation and Proficiency Development Specialist in a center. The chief of my facility has advised me that if I rotate 50 percent of the time through some of the sectors as a controller, this will make me eligible under the new retirement bill. However, there is nothing in my position description that indicates that I am assigned duties to rotate. Would this allow me to retire under the new retirement bill?

A. An employee officially assigned as an Evaluation and Proficiency Development Specialist is not eligible for benefits under the retirement act, PL 92-297. This is true even if the employee is temporarily detailed or rotated to a covered position.

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—with specifics, so that a specific answer can be provided. 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.

Q. My voucher for the purchase of a home was paid except for one item. It was listed on the closing papers as "service charge" and was refused on the basis that this was "points." I do not believe this is correct. It was an amount equal to one percent of the mortgage, but FHA rules state that a buyer cannot be charged "points." This one percent is an amount permitted by the FHA to reimburse the lending institution for paperwork and telephone calls involved in the processing of the mortgage. Does FAA consider this charge "points", even though the FHA does not?

A. "Points" are not reimbursable under FAA travel regulations or the provisions of Office of Management and Budget Circular A-56. However, if the one percent charge represents administrative charges for the cost of preparing the abstract of title, legal fees for title opinion, preparing conveyances and other documents, the fee is reimbursable. You will need to document this item. Request the mortgage company to furnish a written statement with a breakdown of the cost for each service rendered.

Q. I am an electronic technician at a two-man Sector Field Unit that has an FSS and a VORTAC facility. When the VOR was made a Gateway VOR, the technician assigned to this facility was up-graded from GS-11 to GS-12 because it was now a "pressure" facility. Since I am required for call-back duty at this facility 50 percent of the time, I maintain that I would be under greater pressure when called back because he is with it every day and more familiar with it. The region reconfiguration took place just before the facility change; if we were in the old region, we both would have received the GS-12 at the same time. Why is this situation handled differently in the two regions and what can be done to rectify it in my case?

A. Grades allocated to positions are based on duties and responsibilities officially assigned to the position. In your situation, another technician has the continuing responsibility for assuring the continued performance of a vital facility. To accomplish this, he must perform duties on a regular and recurring basis. It is the actual performance of these duties during a significant portion of his working time that justifies the GS-12 classification. The importance of your role by being available for call-back duty cannot be overstated. However, while that's a responsibility, it, in itself, cannot be considered as grade controlling. The grade must be based upon the highest level of actual work performed for a significant portion of the time actually worked. Your former region tells us that the grades of their technician positions are based on the duties and responsibilities assigned and not on telephone availability.

Q. Apparently there is nationwide interest in the college-degree program offered by Dowling College. After reading your reply to the controller in the Southern Region, I would like to know if there is a similar program available or being negotiated in California.

A. The June issue of FAA WORLD carried a nationwide wrapup of activities in such programs. Pepperdine University, Los Angeles campus, has a similar program just getting underway. Write to Pepperdine University, School of Business & Management, B.S.A.S. Program Coordinator, 1121 West 79th St., Los Angeles, Calif. 90044, or call 758-6401 or 750-6878.

Getting a Line on WHAT'S WHERE

As a service to our readers, FAA WORLD will be publishing maps of virtually all FAA offices and facilities, the first time such maps have been widely distributed.

The four maps in the set—Flight Standards, Air Route Traffic Control Centers, Air Traffic Control Towers and Flight Service Stations—will be published in consecutive issues as the center spread to permit easy removal for those wishing to display them. Since Airway Facilities Sector Offices are usually co-located with towers, a separate map is unnecessary.

This month on the following pages, we feature Flight Standards, showing at a glance the locations of General Aviation District Offices (GADOs), Air Carrier District Offices (ACDOs), Flight Standards District Offices (FSDOs) and Engineering and Manufacturing District Offices (EMDOs). →

FLIGHT STANDARDS DISTRICT OFFICES

FEDERAL AVIATION ADMINISTRATION

Scale 1:6,000,000 Lambert Conformal Conic Projection

SEATTLE
PORTLAND
SPOKANE
EUGENE
BOISE
HELENA
BILLINGS
FARGO
RAPID CITY
CASPER
MINNEAPOLIS
ST. PAUL
MILWAUKEE
MUSKEGON
GRAND RAPIDS
DETROIT
CLEVELAND
CHICAGO
SOUTH BEND
DES MOINES
LINCOLN
SPRINGFIELD
ST. LOUIS
KANSAS CITY
WICHITA
DENVER
SALT LAKE CITY
RENO
SACRAMENTO
SAN FRANCISCO
OAKLAND
SAN JOSE
FRESNO
LAS VEGAS
BURBANK
ONTARIO
VAN NUYS
LONG BEACH
LOS ANGELES
SAN DIEGO
PHOENIX
ALBUQUERQUE
TUCSON
EL PASO
LUBBOCK
BETHANY
OKLAHOMA CITY
TULSA
FORT WORTH
DALLAS
SHREVEPORT
JACKSON
NEW ORLEANS
HOUSTON
SAN ANTONIO
LAREDO
LITTLE ROCK
MEMPHIS
INDIANAPOLIS
TERRE HAUTE
VANDALIA
COLUMBUS
CINCINNATI
LOUISVILLE
EVANSVILLE
NASHVILLE
CHARLESTON
WASHINGTON
RICHMOND
WINSTON-SALEM
RALEIGH
CHARLOTTE
COLUMBIA
ATLANTA
BIRMINGHAM
JACKSONVILLE
ST. PETERSBURG
MIAMI
ROCHESTER
UTICA
ALBANY
WESTFIELD
SOUTH WINDSOR
NORWOOD
BOSTON
PORTLAND
LINDENHURST
FARMINGDALE
NEW YORK
TETERBORO
PITTSBURGH
HARRISBURG
ALLENTOWN
PHILADELPHIA
WILMINGTON

- ACDO & GADO (FSDO) - 15
- EMDO - 21
- GADO - 69
- ACDO - 21

REGIONAL OFFICES

SOUTHERN REGION
San Juan (FSDO)

ALASKAN REGION
Anchorage (ACDO & GADO)
Fairbanks (FSDO)
Juneau (FSDO)

PACIFIC REGION
Honolulu (FSDO)
San Francisco (IFO)
Guam (IFO)
Tokyo (IFO)

EUROPEAN REGION
New York (IFO)
Beirut (FSG)
Frankfurt (FSG)

STATUTE MILES

6-68

THE LONGEST NIGHT

The first snowflakes were falling as Orvis Clark entered the Laramie, Wyo., FSS for his evening shift. He had no inkling at the time that it would be the longest shift of his career as the pretty hexagons piled up into a record-breaking late-winter snowstorm.

It was to be a 21-hour trick. Clark could see what was in store, as his midnight relief, ATCS Ken Hooper, failed to make it to the airport because of snowdrifts. Hooper would have to get a snow vehicle to make the five-mile trek. Clark, on the other hand, had to be more than just patient as he found that the water at the airport had been turned off, the heat in the building was not working too well and hunger began to take over by mid-morning.

In a downtown hotel, the Laramie Jaycees set up an emergency rescue operation and volunteered assistance to Hooper. With a back pack full of food, Hooper braved the blinding snowstorm and walked to the hotel a quarter of a mile away. There, he caught a ride on the rear seat of a snowmobile, which plowed through six-to-ten-foot snowdrifts and zero visibility in 35-50 mph winds.

Hooper and his driver finally arrived at the airport where they gave Clark food and drink. Later, a four-wheel-drive vehicle took Clark home. Again, it was 20 hours more until the roads had been cleared and Hooper was able to head home.

AN ADMIRABLE DEED

Tom Bowen went past the idea of "Service to Man in Flight" last spring.

A radio ham and a specialist in electric power generators with the Logistics Service, Bowen was out for a drive and monitoring his car's amateur radio, following the severe storms that struck Georgia in March. He heard a relayed call for help from the hospital in the town of Conyers. The storms had knocked out the hospital's commercial power supply, and, if this weren't bad enough, its emergency generator failed to operate, too.

Bowen headed for the hospital and identified himself as a quality assurance specialist at FAA. He then went to work on the standby power unit, restoring it to service in 30 minutes.

The next task was not so simple. Bowen set about inspecting the unfamiliar wiring distribution system of an x-ray machine so he could temporarily splice it into the emergency power. As a result of the storms, a number of patients were awaiting treatment for fractures, and the x-ray equipment was desperately needed. His skill prevailed, and this equipment went back on the line, too.

When he left in the wee hours of the morning, he took with him the gratitude of the hospital staff. His actions that night resulted in his being named as the Logistics Service employee of the month and presented with a savings bond award.

Tom Bowen was certainly the right man at the right place, but it was his public spirit in pitching in that gave new meaning to FAA's devotion to service.

ANOTHER KIND OF SAVE

FAA personnel are a persistent lot in their devotion to safe flight, and one might say they get in the habit of making saves. Gerry DeCroo of the Worland, Wyo., FSS applied the habit to a terrestrial save this past winter.

A pipeline patrol-plane pilot spotted a stalled automobile stranded on a highway in blowing and drifting snow and called the Worland FSS. DeCroo relayed the information to county authorities who dispatched a snow plow. Not too keen on being out in 10-degrees-below zero temperatures, the snow plow operator returned after a short trip, saying that the pilot must have been mistaken. DeCroo knew the pilot to be a "pro" and kept after the county authorities until they sent the plow further up the road and located the car, which carried a family with five children. An area rancher towed the car with his four-wheel-drive vehicle behind the plow.

Under these weather conditions, the family's ordeal could have become a tragedy but for DeCroo's persistence.

PILOT EDUCATION RIGHT ON COURSE

Pilot education continues to be one of FAA's most successful programs, providing the pilot with a better understanding of air-traffic control, safety in the airspace system and FAA services. At the same time, FAA gets the benefit of better communications between pilot and specialist, safer users of the system and a grass-roots feedback.

New England Region's Operation Rain Check for IFR-rated pilots was so successful last year that the new year dawned with a VFR-only program. In the three months following its inauguration in mid-January, several hundred general-aviation VFR flyers had taken the opportunity to hone their pilot skills in the 12-hour courses on air-traffic-control functions, services and responsibilities. The course consists of two evenings in class, one at the Boston Tower and one at the Boston Center. Materials are presented by specialists from the Boston Center, local approach-control facilities, control towers, flight service stations and Flight Standards offices.

In the growing emphasis on pilot safety-improvement programs, the Long Beach, Calif., accident prevention specialist and the Los Angeles Flight Service Station have teamed up for presentations to standing-room-only audiences. At one meeting at the Santa Ana Civic Center, 700 pilots and wives attended, with more than 100 others turned away for lack of seating. Sessions at Torrance and Van Nuys were similar.

The one-evening meeting usually opens with a slide presentation emphasizing pilot safety factors. This is followed by the FSS program, which includes movies and a discussion of FSS services, coverage of the new EWAS program and a question-and-answer period.

Pilot reaction to these efforts is nearly always favorable. As one middle-aged VFR flyer commented during an Operation Rain Check session: "Up to now, I felt these FAA guys were like cops—out to nab you! But this week changed my mind; they're out to help us."

At top, ATCS Jerry Raiche explains Boston Center operations to Rain Checkers Suzanne Emerson and Chuck Schrein. Rain Check's third night is at Boston Tower (right), where ATCS Charles Borgioli explains Terminal Control Area procedures. Below, Los Angeles FSS specialist Bob Dirks (below) takes time to discuss EWAS with an intent and interested pilot. A pilot questions Woody Staman, Long Beach accident prevention specialist, about a safety check ride as others wait their turn (below, right).

FACES AND PLACES

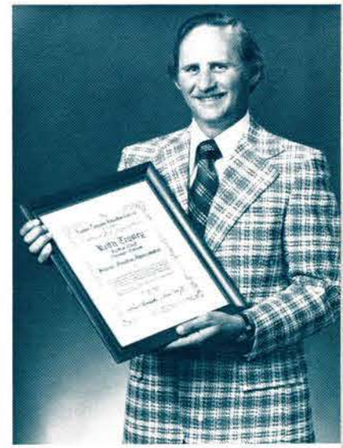
PERSONNEL PURVIEW — *Headquarters employees got a chance to learn about personnel procedures in a briefing sponsored by the Women's Subcommittee, Civil Rights Committee. On the panel were (left to right) Kathy Vitek, FWP coordinator; Ray Jackson, Civil Rights specialist, Stan Markowitz, employee-management relations specialist; Phyllis Burbank, employee development specialist; Carolyn Coles, position classification specialist; Alicia Todd, Processing and Records Branch chief; Nancy Walsh, personnel staffing specialist; and personnel officer Robert McCarthy.*

A QUEEN AMONG US—*Selected as the North Platte, Neb., Centennial Queen was Jill Grabouski, a stay-in-school employee working at the North Platte FSS. She's a second-year student at the North Platte Junior College.*

BEFORE AND AFTER—*Not a seaplane landing but the Chattanooga, Tenn., Airport when a foot of water covered the field from the flooding of the Tennessee River and the Mississippi. At right is the same view of the airport unsodden.*

FAST HORSE—*A twin prefab-tower dedication brought Western Region Director Arvin Basnight to the Palomar Tower, Carlsbad, Calif. (left), and the Brown Tower near the Mexican border at Tijuana on the same day. Basnight (dark suit) presents tower keys to the respective chiefs, Eric Larson and Bernard Tiffault.*

LIFE SAVER—*Administrator Alexander P. Butterfield (right) congratulates Headquarters engineer Marvin F. Switzer following the presentation of the Secretary of Transportation's Award for Valor. Switzer rescued several people from flooded homes in Manassas, Va., by swimming at great personal risk during Hurricane Agnes last year.*

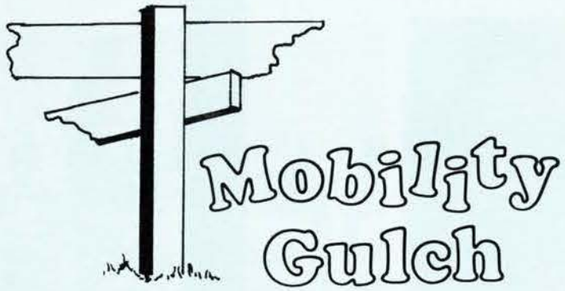


VIRTUE REWARDED—*Keith Teasley, chief of Airman Schools Section, Flight Standards Technical Div. at the Aeronautical Center, displays plaque from the Aviation Technician Education Council citing him as the "Aviation Education Man of the Year" for his tireless efforts to improve Airman Technical Qualification Standards.*

WHEEE, SOOEEE—*Worland, Wyo., FSS specialist Howard Carver (right), who raises pigs in his spare time, has been selected by the American Yorkshire Club for this year's People-to-People Travel Program. He'll visit Japan, Taiwan, Hong Kong, the Philippines and Hawaii. Here, he watches Iranian exchange student Azad Sarhadian inoculate a pig. Sarhadian spent 3 weeks with the Carver family.*

SPADEWORK—*Breaking ground at Shreveport, La., Downtown Airport for the Southwest Region's first prefab tower under the national program are (left to right) James Dilley, sector manager; Richard Stryker, AF Div. chief; Tom Stegg, aviation board official; Bill Morgan, AT Div. chief; Henry Newman, SW Region Director; James Spencer, tower chief; and W. O. Winkler, former District Airports chief.*

HE HAS OVERCOME—*Honored as the FAA Handicapped Employee of the Year is Ward Mulby (right), draftsman in the Facilities Establishment Branch Field Office in San Francisco. Western Region Director Arvin Basnight presented him with a plaque citing him for "Excellence in Achievement."*



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

Corner lot, 1/3 acre, in ITT development near Daytona, Flager County, to be ready within 5 years; total cost $5,000, small monthly payments. Call 212-345-0067.

Two adjoining lots of 10,000 sq. ft. each in heart of retirement country at Port Charlotte on the Gulf Coast; all improvements now in or going in; $2,600 per lot or $4,750 for both. Call 206-243-1140 eves, or write A. W. Schilling, 18222 35th Ave. S., Seattle, Wash. 98188.

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.

KANSAS

Ranch house in Overland Park, 10 minutes from Olathe ARTCC, 25 minutes from regional office in Kansas City; 3 bedrooms, 2 baths, large living room, dinette area, big kitchen with electric range, dishwasher, disposal, family room with fireplace, central air conditioning, full basement, 2-car garage, fenced patio with gas grill, other extras; owner retiring, December occupancy; $38,500. Call 913-888-3116, or write Andrew H. Speyerer, 9805 Bluejacket Drive, Overland Park 66214.

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.

Vacation home for rent at Ocean Pines, Ocean City, located on a canal; 4 bedrooms, air conditioned; pro golf course, boating, fishing, tennis, private Ocean City beach, beach club and swimming pools available; in-season rate $295 per week, off-season $200 per week. Call 301-384-4641.

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, outbuildings, picnic areas, 30 x 60-foot swimming pool; 20-year owner moving for PCS this summer; $50,000. Call 617-667-7775.

MISSOURI

Retirement home for sale in beautiful Hollister-Branson Ozarks area near Table Rock Dam and state park, one lot from lake front near public access; lot size 75 x 140 ft., 6-room house, all electric, carpeted, screened-in porch overlooking lake, well, fireplace, separate furnished guest cottage; $28,500. Call 417-862-8131 eves or write Floydine Punzell, 1335 E. Meadowmere, Springfield 65804.

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

Hi-ranch house for sale in North Baldwin, Long Island, 12 miles from JFK International Airport; 4 bedrooms, 1½ baths, recreation room, patio, built-in dishwasher, wall oven, 2-car garage with automatic opener; beautifully landscaped 6,000-sq.-ft. lot, first-rate school system; $45,000. Call 212-995-3385 days, 516-223-2534 eves, or write M. R. Boles, 991 Wood Park Drive, Baldwin, N.Y. 11510.

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

2 chalet lots of about ½ acre at Beech Mountain year-round resort at 4,000-ft. elevation; highest ski slopes and golf course in the East; both lots have water, sewer, electricity and frontage on roads; $7,500 cash or $8,500 terms. Call 703-280-5881.

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.

OKLAHOMA

Beautiful, new Spanish-style home on 3/4 acre, 15 minutes from Aero Center; 1,569 sq. ft. living area, 3 bedrooms, 1-3/4 baths, den, formal living area, fireplace, central air and heat, utility room, shag carpet throughout, but kitchen carpet in dining area and kitchen, 2-car garage; one of best school systems; $29,500. Call 405-376-2748, or write to 15504 Aqua Clear Circle, Mustang 73064.

PENNSYLVANIA

Cottage on Harveys Lake near Wilkes-Barre on 50 x 150-foot lot; 5 rooms, 3 bedrooms, 2 porches, needs well and septic tank; $5,500. Call 201-288-3501.

VIRGINIA

Fully furnished rambler home for rent in North Arlington, 20 minutes from headquarters; 3 bedrooms, 1 bath, separate dining room, breakfast nook, carport, patio, air conditioned, nice back yard; rental by week or month, longer-term lease will be considered. Call 703-524-0011.

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.

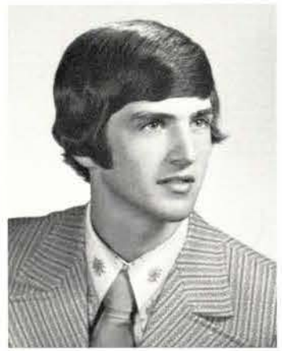
Split-level in Herndon, 5 minutes from Dulles Airport; corner lot, 3 bedrooms, 1 bath upstairs, 1 bath downstairs, dining room, family room; excellent schools; $39,750 and terms available. Call 703-532-4265 or 703-820-2318.

Jane E. Birnbaum

Joseph D. Opray

John M. Regts

TAPS FOR THE SCHOLARSHIPS



Robert W. Davies

Teri Taylor

The last awards in the David D. Thomas Scholarship Program have been made. Open to FAAers and their dependents, the grants were based strictly on merit.

All the winners this year were children of FAA personnel. Teri Taylor, daughter of Clinton Taylor of the Salt Lake City FSS, received a $500 grant toward her education at Brigham Young University in the field of nursing and forensics. Active in community affairs and extra-curricular programs, Teri was an honor student, maintaining a 3.916 average.

Also the recipient of a $500 grant was Joseph D. Opray. His mother, Mary Opray, works at the Portland, Ore., Tower. Joseph will attend the University of Puget Sound this fall to study medical research and pharmaceutics. In high school, he matched a 4.0-point average with award-winning athletic and student-government activities.

Robert W. Davies, son of San Diego FSS specialist Robert E. Davies, received a $250 grant. Headed for an engineering career at Harvey Mudd College, Bob also maintained a 4.0 average and earned academic honors.

First ranked in her high school class, Jane E. Birnbaum, daughter of Owen Birnbaum in the headquarters Office of the General Counsel, was awarded a $250 grant. Jane plans a career in medicine, which she will pursue at Radcliffe College.

The fifth grantee for $250 is John M. Regts, son of Gerald J. Regts of the Battle Creek, Mich., FIDO. An honor society student, John is also interested in a career in medicine and will attend Calvin College this fall.

These are the final grants under this scholarship program due to lack of funds. Because the scholarships were based on merit, the trustees often found it extremely difficult to choose among the applicants for the limited funds available.

Said James H. Mollenauer, Deputy Associate Administrator for Engineering and Development and chairman of the program's board of trustees, "Participation in this activity has deeply impressed every member of the board with the level of scholastic excellence within the FAA family. Each time we have gone through the selection process, our only regret has been that we did not have unlimited financial resources . . . To serve the cause of excellence is always a privilege."

... Like it is!

RETIREMENT BILLS SNOWBALL

At last count, 36 members of the House of Representatives and four Senators have introduced bills to permit optional Social Security coverage for Federal employees. ■ There are at least four sponsors for three bills in the House to permit an exemption of the first $5,000 of retirement income for those at least 65 years of age. ■ Another bill in the hopper is that of Rep. William Hungate (Mo) to preserve the right of government employees to credits or refunds for overpayment of taxes from the failure to exclude withholding retirement contributions for certain prior years. ■ Rep. Edward Royce (Calif) has launched a bill to make Federal annuities based on pay raises of active employees.

THESE INSECURE TIMES

A number of actions are floating to ease the impact of Federal cutbacks. With the blessing of the Administration, the House has passed, and the Senate is expected to pass, a bill to permit earlier retirements during major layoffs, specifically, at age 50 with 20 years' service or at any age with 25 years. The 2% per year reduction under age 55 would still apply. ■ Rep. David Henderson (NC) introduced a bill to maintain salaries of employees whose jobs are downgraded as long as they remain in those jobs. ■ The Civil Service Commission's proposal on adverse-action appeals is getting a warm reception in Congress. It involves a single appeal handled by a commissioner with more independence, cutting the appeals processing time by two-thirds and providing more "due process" for employees. CSC has also issued rules allowing public hearings in appeals cases when the employees request them. ■ Officials from veterans' organizations are complaining that the Administration's policy of contracting out custodial jobs is wiping out the jobs of Vietnam veterans, many disabled, as well as eliminating employment opportunities to other returning veterans. In a similar vein, AFGE has asked the President to freeze Defense hiring and cancel contracting out jobs until displaced civilian employees can be placed. AFGE has also asked the Pentagon to halt the encroachment of military personnel on what are normally Civil Service jobs.

MORE PAY

The National Association of Internal Revenue Employees is appealing a District Court ruling on their challenge to the President's delay of the Oct. 1, 1972, pay raise. NAIRE is seeking both the 3-month retroactive pay and a mandate for a raise this October. ■ AFGE has produced statistics to show that blue-collar workers are not getting their due. Blue-collar employees' pay is supposed to be adjusted annually to match private industry raises, but AFGE says that Federal workers are tightly pegged to the 5.5% ceiling while private-industry employees are not. ■ The Comptroller-General has ruled that night differentials must be included in computing non-duty pay for sick and annual leave and in duty pay for overtime and holiday work. ■ A bill has been introduced in the House to establish a special basis pay entitlement of air traffic controllers designated to perform supervisory duties on a temporary or intermittent basis.

LOS ANGELES OPEN HOUSE

The 10-year-old Los Angeles Center opened its doors to the public this past spring, and 2,500 people descended on Palmdale, Calif., to see the workings of one of the least known aspects of FAA's operations.

Visitors to the open house in honor of the facility's tenth anniversary were escorted in small groups by attractively uniformed girl guides. The center's guests were shown the banks of computer equipment, arrays of radar screens and the controllers at work on the 183,000-square-mile area they control. The center's bailiwick stretches from San Luis Obispo, north of Santa Barbara, to the Mexican border and from the Colorado River to 100 miles over the Pacific Ocean.

An assistant radar controller takes time out to explain what's on the scope to a pair of interested visitors.

Center personnel man an information desk for visitors.

A family gets the lowdown on a horizontal radar display.

Visitors squeeze in to see the computer tape memory banks lined up row on row, as a technician demonstrates one.

High-altitude controllers at the Los Angeles Center get over-the-shoulder scrutiny by open-house guests milling about on the floor and in the glass-enclosed gallery above.

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