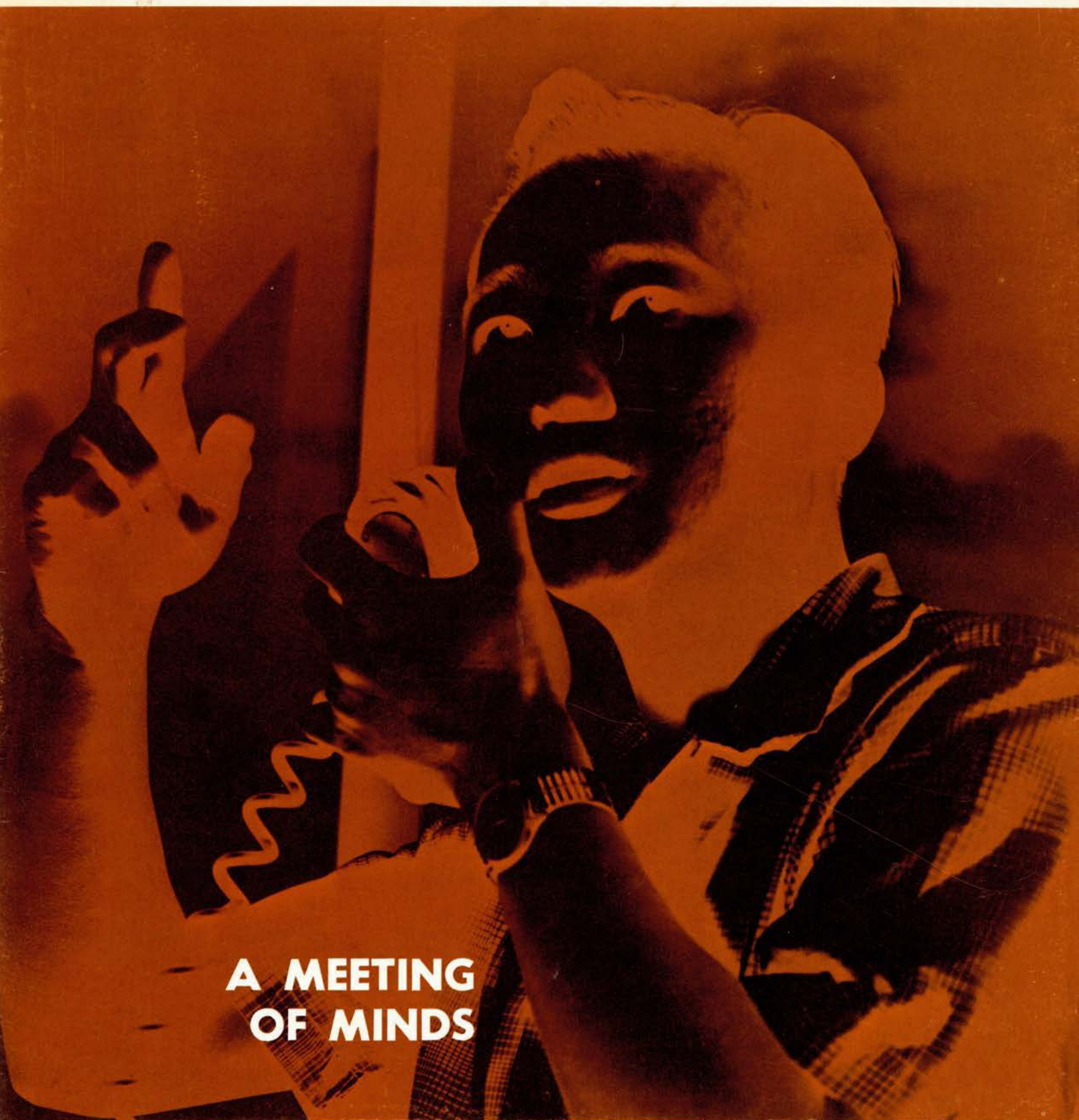


FAA WORLD

Service to Man in Flight

OCTOBER 1973



**A MEETING
OF MINDS**

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The cover: FAA's basic job in air traffic is communicating. How well the controller and pilot understand each other determines the safety and efficiency of the aviation system.

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The Budget Harvest

In late summer, Congress and the President approved the funds for conducting agency operations during Fiscal Year 1974, and the approved levels, I feel, reflect a continuing recognition of the importance of an effective air-transportation system to America's economic well-being.

As I pointed out to the Senate Appropriations Subcommittee on Transportation, aviation has again taken a definite upturn after a brief leveling-off period. Consequently, during the current fiscal year, we expect the number of IFR flight plans handled throughout the system to reach 25 million and the flight services provided by FSSs to reach 60 million—increases over last year of 7% and 10%, respectively.

This means that we must move ahead with our planned improvements to the ATC and navigation systems. Among the more significant of the new facilities to be commissioned this year are 23 towers, 13 airport-surveillance radars and 41 instrument-landing systems. Automation of the enroute and terminal radar systems is to proceed on schedule, as is the purchase of jet-engine flight-inspection aircraft to replace the older and slower DC-3s and T-29s. Moreover, microwave landing-system development is gaining momentum, and money has been approved to launch the AEROSAT experiment over the North Atlantic.

Of course, none of this is to say that we got absolutely everything in this budget that we asked for. We did not; but then no organization ever does. In anticipation of the transition to full local control of airport security, Federal funding for air security was somewhat reduced. Cuts were also made in the funding of several of our future programs; even a few existing projects took a shaving here and there. On the other hand, however, the grant-in-aid for airports program was given a congressional boost... in recognition of the now rather urgent requirement to keep abreast of present and projected growth in domestic air traffic.

Overall, the appropriations approved by the Congress and the President speak well for the future of the aviation system. And I am certain that the efforts we put forth in implementing our operational and developmental programs will more than merit this vote of confidence.

Alexander P. Butterfield
ALEXANDER P. BUTTERFIELD
Administrator



A Meeting of Minds

...EVEN WHEN THEY'RE 20,000 FEET APART



It takes two to tango, and it takes two to get an airplane where it's going—the pilot and the air traffic controller.

—Trans-Atlantic 280, cleared via Victor 44 Lisbon; Victor 39 Westminster; Victor 166 Newcastle.

—Fly Victor 44 to where? Victor 39 to somewhere? Victor 166 to somewhere?

—Cleared via Victor 44 Lisbon Intersection; Victor 39 Westminster VOR; Victor 166 New Castle VOR.

—Roger.

That's an actual example of the way a pilot and a controller have to work together to make sure a plane flies into an airport, and not the sea, a mountain or another plane.

**"... COMMUNICATION BETWEEN
CONTROLLERS AND PILOTS
REQUIRES A TREMENDOUS
AMOUNT OF COOPERATION
AND COMPOSURE"**

**"NEARLY EVERY WORD
AND PHRASE HAS
AN EXPLICIT MEANING"**

**"TOO MANY INSTRUCTIONS
MAY BOGGLE THE MIND"**

If you're not a controller, listen to air traffic communications on a shortwave radio sometime and you'll hear plenty of other examples. It isn't that air traffic control is a hit-or-miss business. Far from it. It's a highly precise and supremely organized operation, backed by thousands of hours of controller training.

Airline pilots refine their knowledge of ATC communications in their company training courses (and by then they have already had years of flying and ATC communications experience), and general aviation pilots learn it at flying schools, because FAA requires it in the training courses for each kind of flying.

Even so, communication between controllers and pilots requires a tremendous amount of cooperation and composure.

Air traffic communications are built around the use of "phraseology." This is the language of air-traffic control. Nearly every word and phrase used by controllers has an explicit meaning which ensures that a pilot understands exactly what the controller means.

But speech inflections, unclear radio signals, pilots who are non-native speakers of English, pilot duties in the cockpit and controllers pressed for time by heavy traffic can sometimes leave room for misunderstandings.

Normally a pilot repeats a controller's instructions to confirm that they are understood. If the pilot doesn't read them back, or repeats only part, and the controller has any doubt about the pilot's understanding, the controller may ask the pilot to read back the entire clearance.

Occasionally too many instruc-

tions at once may boggle even an experienced pilot's mind.

—Charlie 52, turn left heading on three zero, descend to 5,000, report leaving FL 180 and one two thousand. Squawk 0400 and contact approach control now on 281.9.

—Was that an instruction or an obstruction?

The clearance in this case was entirely proper; it just had too many numbers for the busy pilot to remember. The controller repeated it more slowly and asked the pilot to confirm it.

Throughout their training, controllers are taught to use good judgment when giving clearances. When a long series of instructions is necessary, controllers often give the most important information first, wait for acknowledgement, then give the rest.

Controllers, of course, have the big picture of their area's air traffic on their radar, light strips and in their heads—using their unique ability to work with time, distance, speed, altitude and identification, like playing a four-dimensional game. Pilots don't see this so they must have implicit instructions from controllers.

Nevertheless, a controller can question a clearance, particularly if it's unclear, or if it's impossible to climb faster than the altitude he's pointing far above. A controller may be concerned about a single-engine plane with a floatation roller would then give a more able clearance. The controller is always obli-

gated to try to give the pilot the route he wants, but sometimes a pilot asks for a route which amounts to going the wrong way on a one-way street. Such a request takes special handling by controllers, who may have to inform the pilot that he will have to wait a bit until he can be fitted into the traffic.

When a controller knows he is working a foreign pilot whose command of English is less than perfect, he will usually take great care to speak slowly and clearly, and may even provide extra spacing around the plane as a precaution. The same may also be true for student pilots, who may be "taken by the hand," as an Air Traffic Service official put it, and led carefully through an approach or departure procedure. Student pilots, moreover, are often advised by their instructors to call in the additional information, "I am a student pilot," so the controller knows who he's dealing with. Other pilots clue the controller in with information such as, "This is my first trip into Podunk Airport."

While proper phraseology is crucial for understandable ATC instructions, controllers also use ordinary English when the situation calls for it—another part of good judgment.

—Beech 26, do you see the runway lights yet? I just turned them up.

—Roger, I've got them now.

Above all, the controller's words must be understandable. Local training efforts at ATC facilities include "Tape Talk" in which controllers periodically listen to taped playbacks of their communications with pilots. What the controller hears may be understandable to him, but not necessarily to someone

else. This would be pointed out to the controller by his or her supervisor during the "Tape Talk" session.

Hoping to emphasize to controllers how not to miscommunicate with pilots and among themselves, the Air Traffic Service is now working on a videotape illustrating actual examples of misunderstandings—and how to avoid them.

To work towards a common mentality between controllers and pilots and to help pilots get the most out of the ATC system, accident prevention specialists throughout the country frequently call in controllers and flight service station specialists from local facilities to talk to pilots at general-aviation safety clinics. Some of the key points controllers stress are when and where to contact control facilities; how the terminal control area works at the vicinity's big-city airport; which control sectors to contact at ARTCCs; and how to keep radio transmissions brief.

Another pilot-education program, "Operation Raincheck," is conducted at various ATC facilities to show pilots what goes on at the controller's end of air traffic control and what services are available from the ATC system.

Even though pilots and controllers live in two different worlds, only a meeting of their minds and a complete understanding of what the other fellow wants can guarantee the safe flow of air traffic. There's little room for kidding around and less for error.

But controllers still like to tell the story of a young bush pilot in the north:

—Cessna 514, bear to your right.

—Roger, have him in sight.

**"THE CONTROLLER IS
ALWAYS OBLIGATED TO TRY
TO GIVE THE PILOT
THE ROUTE HE WANTS"**

**"ONLY A MEETING OF MINDS
AND COMPLETE
UNDERSTANDING
CAN GUARANTEE
SAFE TRAFFIC FLOW"**

DIRECT LINE



Q. Twice in the past 12 months, our regional Manpower Division has promoted a GS-3 clerk-typist to a GS-5 developmental position without opening the new position to bids. Is this legal? It certainly causes a morale problem among GS-3s and 4s in the regional offices.

A. Although the positions you describe were not advertised through vacancy announcements, they were filled through competitive merit promotion procedures and met all legal and regulatory requirements. The FAA Merit Promotion Handbook 3330.1A, in line with Civil Service Commission regulations, provides for several methods of locating candidates, one of which is the consideration of all eligibles within the area of consideration. Under this procedure, all eligible GS-3s and 4s within the area of consideration were screened and evaluated. Those rated best qualified were referred to the selecting official; the selections were made from among these. No individual announcement is issued in such a case because all those eligible to apply are automatically considered.

Q. In a recent Direct Line, you implied that flight service stations provide only reported-traffic information, which isn't so.

A. We did not intend to imply this. In fact, according to Handbook 7110.10, paragraph 903, FSSs provide "factual information about observed or reported traffic which may constitute a collision hazard. This may include positions of aircraft in flight or aircraft and vehicles operating on the airport."

Q. Recently there was a GS-12 opening in our sector. Due to sector realignment, a GS-12 at a unit that was previously in our sector was slated to have his headquarters moved 81 miles. He was given the option of going with the move or transferring administratively to the GS-12 position in our sector. We had been assured that this position would be advertised under the MPP. This procedure caused our sector to lose it, shutting the door on people within the sector to advance. Is this in accordance with MPP?

A. It's unfortunate that a change in circumstances prevented the position from being filled through merit

promotion action, but the reassignment was appropriate and not in conflict with CSC policies on merit promotion. It represented the most-effective utilization of available manpower, with the additional consideration of compassion for the individual impacted by a reorganization outside of his control. The option of reassignment to an equivalent position at his current location allowed the affected employee to avoid the unexpected disruption to his personal life that the proposed move could have entailed.

Q. In line with Order 1100.126B, Line 5 and Figure 7, Appendix 1, may an assistant chief be assigned as a first-line supervisor on a regular basis, in lieu of a team supervisor in a Level III terminal? If so, does this time as the immediate supervisor of a controller count as qualifying experience for early retirement? Also, in Handbook 7210.3A, paragraph 80, does a "business-like appearance" and "appropriate to the conduct of government business" mean a controller should wear a tie when he is likely to encounter the public?

A. Not all Level III terminals are staffed with team supervisors as noted in Order 1100.126B. In such cases, the assistant chief is the immediate supervisor and as such has a specific job requirement to work traffic. To be eligible for full coverage under early retirement, the assistant chief must meet all of the following requirements in Order 3410.11, Page 2, of the ATCS Second Career Program: (a) be officially assigned to an ATC facility, (b) be actively engaged in the separation and control of live air traffic and (c) occupy a position which requires him to maintain the CSC medical qualifications for an ATCS. In other terminals, where team supervisors and assistant chiefs are staffed, it becomes a matter of interpretation as to whether the assistant is covered. Normally, coverage does not include those temporarily assigned to control of live air traffic primarily for the purpose of maintaining proficiency. Also excluded are second-level and higher supervisors. However, if an assistant chief meets all of the coverage requirements above, he is covered. No specific dress code order is in effect at this time. The dress of the facility (criteria of neatness, appropriateness of a necktie, etc.) is left to the discretion of the facility chief. See ETFS-1, Page 38, of the Indoctrination Manual.

Q. Is there any chance that there will be an open season for obtaining optional life insurance? Since the revised costs are lower, some FAAers may be interested in taking this type of insurance. When one declined the previous offer, he had to wait one year before he could apply and then had to be under 50 years of age and pass a medical. These conditions seem rather arbitrary.

A. There is a chance for an open season, but none is now planned. The Civil Service Commission's Bureau of Retirement, Insurance and Occupational Health is looking into other possible changes to the group life-insurance program. When the current study is completed, the commission will decide whether to hold another open season.

Q. Having worked "mid shift" on a rotating shift for several years, it suddenly dawned on me that there appears to be a flaw in the night-differential law. When on "mids," night differential is paid from 0000 to 0600 hours, even though the shift runs to 0800. After working all night and being tired and sleepy, the employee doesn't feel any better during the two hours that are considered part of the day shift.

A. For GS employees, nightwork by law is regularly scheduled work between the hours of 6 p.m. and 6 a.m. It would require Congressional action to extend those hours. The law dates from 1945 when the differential was set up to compensate employees for working undesirable hours and for the dislocation and disruption of their lives that results from such work. It was noted that night work is more tiring and likely to impair the worker's health. The hour limits were apparently selected to make the night differential for Federal employees compatible with existing practices for other employees at that time.

Q. Since FAA has no additional personnel for flight service stations and since airport advisory service is not recognized as a grade factor or as work-points for staffing and it ties us up every weekend, why not eliminate AAS now so we can do our other work, in light of the fact that the FAA proposes to eliminate the function?

A. The recommendation to eliminate AAS is contained in the plan to modernize the present-day FSS structure. Remember, the plan is subject to major revision or changes in philosophy during its long-term implementation, including the preliminary suggestion to phase out AAS. Thus, it's premature to conclude that the service will be eliminated. Contrary to the statement that staffing allowances are not made for AAS, the workload factor is considered and staffing standards are adjusted accordingly. While it's true that AAS is not included in the tabulation of flight services that govern grade classification, there are countable items in the function itself. Credit is taken for aircraft contacted under established standards.

Q. Why doesn't FAA give the General Facilities and Equipment Technician some consideration for an upgrade when his facility becomes a "gateway" facility? Some gateway aids have had to stay on standby power for four or five days, and some have transferred to E/G power successfully on an average of 25 times a year. Isn't the GFET an important part of facility reliability? Isn't it time to reward him according to his technology and his responsibility?

A. As you point out, the frequency and duration of primary power failures vary among facilities. Since we have no way of knowing in advance about failures, auxiliary power units are located at all critical facilities, even though many of them may seldom be used. Each GFET must possess the skills and knowledge necessary to assure reliable performance of the units even if infrequently used. In determining the grade of GFET positions, we recognize the presence of these

skills and assume that primary power failures will occur. Full credit for this requirement has been given in the classification of GFET positions, regardless of the frequency of primary power failures.

Q. Does the Manpower office have the authority to re-write my position description, omitting certain duties they consider to have promotion potential? When they classified my job description, they did exactly this—and I am still performing the duties they eliminated from the job, only I get no credit for doing them. What action can I take to correct the situation?

A. An employee's supervisor has the authority to assign duties and responsibilities to his employees. He is also responsible for insuring that these duties and responsibilities are adequately documented in the position description of record. If you believe that you perform duties in addition to those set forth in your position description which are regularly required of you, you may request an audit to reconcile the duties actually performed with those described. Your personnel office representative can advise you on what action is appropriate after the audit. Should you feel strongly that your position is incorrectly classified, you may submit a classification appeal to either the FAA or the Civil Service Commission. A description of the procedures is in Position Classification Handbook 3510.8, Chapter 4.

Q. When the Management Training School program got under way at Lawton, it was my impression that all FAA managers and supervisory personnel would attend the course and return at a later date for refresher study. Why have some facility managers and chiefs not attended even the first phase of MTS?

A. Order 3330.32, Requirements and Selection Criteria for Supervisory and Management Training, applies to all supervisory and managerial positions in grade GS-15 and below. It requires attendance at the appropriate MTS courses for all agency supervisors and managers. Due to the large number of people requiring this training, approximately three years were needed to complete this backlog. At the present rate of attendance, all FAA supervisors and managers should have completed the appropriate initial course at MTS by some time in Fiscal Year 1975.

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.

HOW ATC DIPLOMACY WORKS

"So long, you-all," came a voice from the Mobile, Ala., Tower. What might have been surprising to pilots listening in was that the controller talking was Mr. Djatmiko of Djakarta, Indonesia.

That he had the Southern phrase down pat was proof of the effectiveness of the radar training he and two of his countrymen were receiving and of their own professionalism. Djatmiko, chief of Djakarta's Kemayoran Airport Tower, along with watch supervisors Suryokusumo and Kadarusman, were getting on-the-job training on ASR-7 equipment. Indonesia recently purchased ASR-7 equipment, and the three were destined to train other controllers when they returned home. They were sponsored here by the Agency for International Development and the Directorate General of Air Communications of Indonesia.

Before reporting to Mobile, they attended the Advanced Air Traffic Control for International Participants course at the FAA Academy. They wrapped up their U.S. training with a communications seminar in Battle Creek, Mich.

At Mobile, each was assigned to an individual controller—Martin Lovelace, Tom Cody and Ray-



Hard at work at Mobile IFR are (seated, left to right) Djatmiko, Suryokusumo and Kadarusman, as instructors Martin Lovelace (with glasses) and Tom Cody observe.

mond Randolph. Being experienced controllers, they accomplished the transition from non-radar to radar-control procedures relatively easily. Although the control techniques for radar traffic were completely alien to them, the three Indonesians won the admiration of all the Mobile controllers by their professional performance, according to Mobile Tower chief Fred Jones. He also noted that many pilots complimented them for their clearly defined control instructions.

Mobile personnel made sure that "hands across the sea" was more than just words. The instructors spent much of their own time, effort and money off the job, entertaining them and insuring the students' transportation to and from work. Other facility people hosted the trio, which included dinners, fishing trips, dining out and touring.

Rabbit Radar

That's not Harvey, the ghostly rabbit, materializing on Milwaukee's Mitchell Field radar; that's a Playboy bunny. It's the symbol for Playboy Airport near Lake Geneva, Wis., that controller Erv Liegl designed. Other controllers and technicians helped develop the idea. The circle at right is the usual airport designation.



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.

ARKANSAS

Lot for sale at Greer's Ferry Lake, Tannenbaum Resort, Heber Springs; approx 1/2 acre with water, sewer, electricity and frontage on road; access to stables, golf course, recreation area, fishing; \$4,500 and can be financed. Call 901-386-3001 or write J. Cosby, 6330 Brightwood Drive, Memphis, Tenn. 38134.

CALIFORNIA

Rent my 1973 Landau Motorhome; 25 feet long, sleeps six, air conditioned, self-contained; luxurious unit is available with everything furnished except groceries—even has golf clubs and fishing gear; fly or drive to San Diego and use this motel on wheels to explore southern California; \$200 per week plus 6 cents a mile. Call 714-488-7933 or write Bix Bremermann, 1547 Loring St., San Diego 92109.

COLORADO

Rent on yearly lease brick rancher on fenced 1/2-acre lot in Arvada, see lights of Denver and mountains of Boulder, easy commute via freeway to Broomfield and Denver; 3 bedrooms, large country kitchen, separate dining room, finished basement with party-size rec room and 2 additional bedrooms and large storage room, 2-car garage; \$350 a month plus deposit. Call 907-344-8788 or write Albert J. Crook, 8107 Lloyd Drive, Anchorage, Alaska 99502.

FLORIDA

One-acre boulevard corner lot in major land-development project 8 miles west of Palm Beach, excellent as land investment; close to developed residential area, golf courses, tennis courts, boat ramps; will be ready for building December 1975; \$8,000. Call 305-686-5946 or write C. W. Whipple, 206 Superior Place, W. Palm Beach 33401.

Improved homesite for sale in General Development Corp. community of Port Malabar on the east coast; 80 x 125 feet; \$3,500. Call 313-946-5789 or write A.D. Slusarchuk, 15376 Vivian Ave., Taylor, Mich. 48180.

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.

MARYLAND

Colonial house for rent in Belair development of Bowie, 40 minutes from headquarters; 3 bedrooms, 2 1/2 baths, central air conditioned, w/w carpeting, fireplace, dishwasher, garage, patio, fenced yard; \$330 per month. Call 301-464-0653.

MASSACHUSETTS

Ranch house for sale in Dracut, 16 miles from Boston Center and regional office, 118 feet long on 2 acres; all granite ve-

neer stone walls, 5-zone oil heating, hot-water baseboard radiators, 12 rooms, 4 bedrooms, 3 1/2 baths, finished basement, steel beams, steel fenestra windows, frames and door frames, 2-car garage, 200 evergreens and landscaping; \$110,000, mortgage terms. Call 617-459-7281 or write Dr. Emile A. Houle, 50 Arthur Ave., Dracut 01826.

NEW MEXICO

Cozy 3-bedroom, 1 1/4-bath home for sale in Albuquerque; gas range, dishwasher, disposal and drapes; carpeting in living room, hall, baths and "king-size" master bedroom; fireplace in family room-kitchen, central heat, air conditioning, 2-car garage, Southwest landscaped with evergreens and roses; \$4,500 cash with 7% FHA at \$193 per month or \$24,500. Call 505-299-8732.

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.

VIRGINIA

All-brick, 2-story colonial house for sale on 1/2-acre lot in Annandale, 30-35 minutes from headquarters and Leesburg Center; 5 bedrooms, 3 baths, paneled library with built-in bookcases and fireplace, half-paneled rec room with fireplace, garden shed, many trees; \$75,995, will accept first trust at 8 1/2% with \$19,000 down. Call 703-280-1217.

Townhouse for rent at Cardinal Square in Springfield, 35-40 minutes from headquarters and Leesburg Center; 3 bedrooms, 2 1/2 baths, dishwasher, washer-dryer, patio, fenced yard; \$315 a month including utilities except electricity. Call Bob McCarthy at 301-736-0209 eves.

House for rent in Kings Park West, Fairfax, 45 minutes from headquarters; 4 bedrooms, 3 baths, living room, formal dining room, eat-in kitchen, large paneled and carpeted walk-out basement, carport, central AC, dishwasher, wall-to-wall carpeting throughout, some drapes, lots of storage, wooded lot; 3 1/2 years old, near excellent schools and bus, pool membership available, no pets; available on lease January 1 at \$350 per month. Call 609-646-7426 or write Larey Ketchner, 538 Marita Ann Drive, Northfield, N.J. 08225.

Brick rambler for rent in Alexandria, 20 minutes to downtown Washington; 3 bedrooms, 1 1/2 baths, fireplace in living room, central air conditioned, carport, patio, nice shaded lot with fenced rear yard; \$275 per month. Call 703-971-2144.

Getting a Line on WHAT'S WHERE

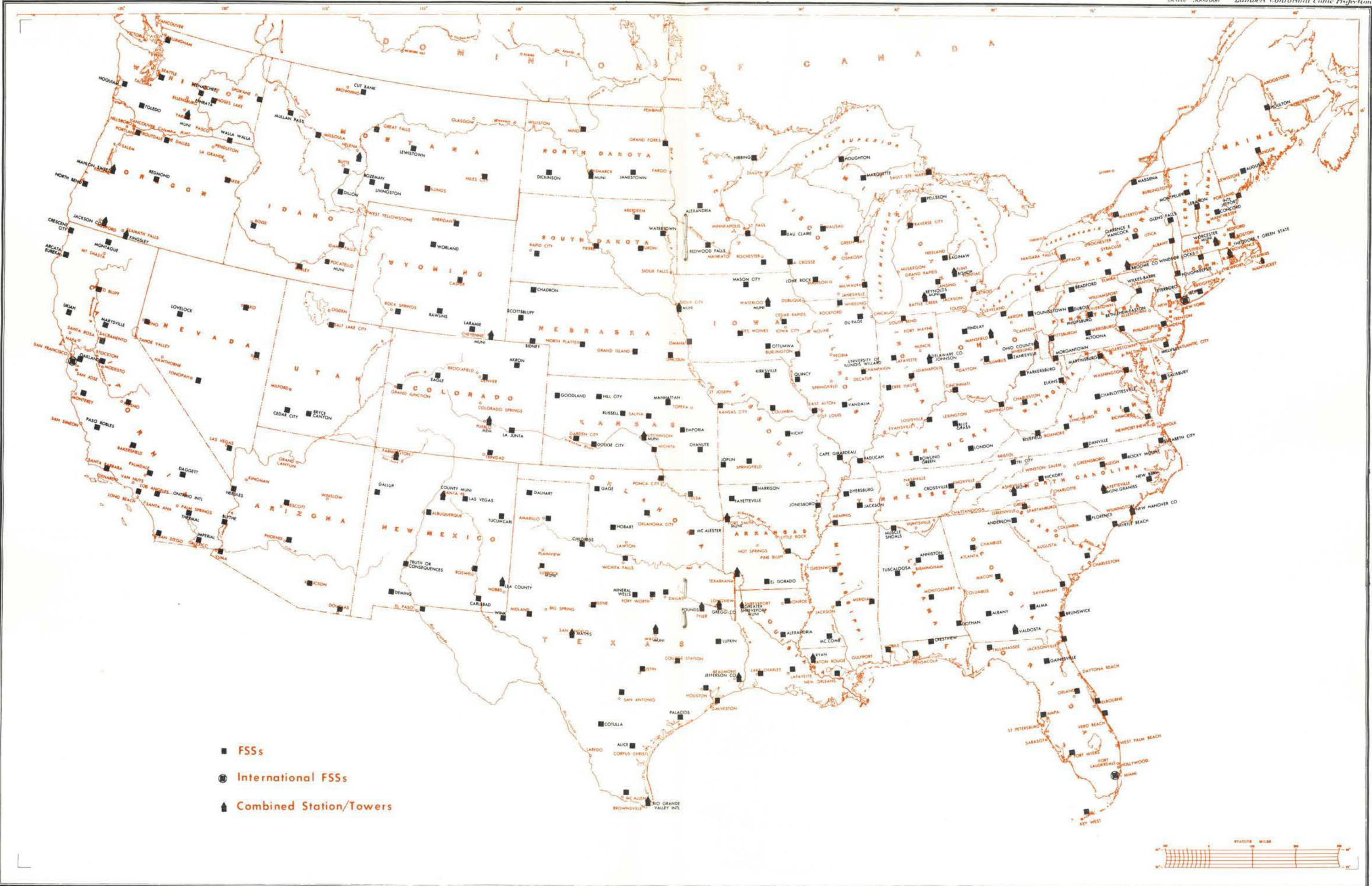
The map of Flight Service Stations on the next page is the fourth in our series of FAA facilities and offices. It is the center spread to permit easy removal for those wishing to display it.

In response to interest in the field for a discrete map of Airway Facilities Sector Offices, we will present an AF map as the fifth and last in the series in the December issue.

Others in the set presented in FAA WORLD were district offices in the Flight Standards Service, which appeared in the July issue; Air Route Traffic Control Centers in August; and Air Traffic Control Towers in September.

FLIGHT SERVICE STATIONS

FEDERAL AVIATION ADMINISTRATION
Scale 500,000 Lambert Conformal Conic Projection



... Like it is!

THE PENSION FRONT

The Civil Service Commission has endorsed the bill by Rep. Jerome Waldie (Calif) that would lower your contributions to the retirement fund from 7% to 6.5%, an action expected to result in both Congressional and Presidential approval. The full House Civil Service Committee has already reported out the bill. ■ The suit by the National Assn. of Internal Revenue Employees (which has been joined by the National Assn. of Letter Carriers) that challenges the government's right to tax pension contributions as part of income has been slated for trial this month in a Michigan district court. Expected to be fought all the way by the government, a verdict in favor of NAIRE would mean tax refunds on 7% of income for the past 3 years to each of us. ■ The Senate has cleared a bill by Frank Moss (Utah) that would permit a retiree to return to a single-person annuity if he or she outlives a spouse and had elected a reduced survivor annuity. ■ A countdown on a cost-of-living annuity increase is expected to begin this month, which would deliver a pension boost in March. The magic figure that must hold for 3 successive months is 134.7.

FEDERAL LEGAL AID

The American Federation of Government Employees is planning to develop a prepaid legal-aid insurance program for locals in the Washington, D.C., area.

STEP IN RIGHT DIRECTION

A House bill would extend eligibility for within-grade increases to GS employees serving under temporary or limited appointments.

CONTROL OF CONTRACTING OUT Hearings have been held on a bill to set up an Office of Federal Procurement to exercise central control over procurement and contracting out of services. AFGE supports the bill as restricting wasteful contracting out that has eliminated thousands of Federal civilian jobs.

BENEFIT ACTIVITY HIGH

A non-profit group, the Council for the Advancement of the Psychological Professions and Sciences, has sued Blue Cross-Blue Shield and CSC in behalf of 1.6 million Federal employees who subscribe to BC's health plan for conspiracy to deny psychological services, although the FEHBA contract calls for them. ■ Meanwhile, the House bill to boost the government's share of health-insurance premiums to 75% has been reported out by the full committee. The companion bill in the Senate has cleared the subcommittee stage. ■ The bill to liberalize leave policy, including administrative loss of leave, has cleared the full House Civil Service Committee. ■ While bills have cleared the House Employee Benefits Subcommittee to boost the government's share of life-insurance premiums, Federal unions are pushing for full government payment, citing such a provision in the Postal Service contract. ■ Rep. Dominick Daniels (NJ) has introduced a bill to liberalize injury-compensation benefits, including equality for widowers with widows, increasing benefits 10%, preserving CS rights for those recovering from disabling injuries, adding cost-of-living adjustments, permitting payments regardless of VA and military retirement pay.

A PLUS FOR THE HOME TOWN



Discussing the emptied fuel tank in the rear of the excavation are (left to right) Walt Stringer, supervisory environmental support engineer; Jim Schauf, resident engineer in charge; and Karl Long, civil engineer.

Assistant center chief Lawrence Daily (right), mayor of Farmington, Minn., takes a break with two of his cabinet members: Sidney Rinehart (left), a developmental controller and Human Rights Commission chairman; Leon Orr, team supervisor and chairman, Parks-Recreation Commission.

The Phase II expansion of the Minneapolis ARTCC was a windfall for the town of Farmington, where the center is located, and helped community relations.

"I just couldn't see bulldozing all that lovely greenery around the center," said Walt Stringer, supervisory environmental support engineer. "So, we gave all the trees, shrubs and sod to the town, which planted it around the municipal swimming pool. As residents, we can enjoy it there, too."

Another problem that had a happy solution for the town was what to do with 6,000 gallons of fuel oil when the 12,000-gallon fuel tank had to be moved in the expansion. "We were afraid of con-

tamination if we tried to salvage it by moving it elsewhere and back," reported Stringer. "Contamination could damage our diesels if we reused it, yet I couldn't see dumping the oil into the soil. Nobody but us might know about it," he said, "but it just isn't the way to do things." As a result, the center offered the oil to the Farmington public schools, which sent over a tank truck to pump out the oil and cart it away.

The arrangements for the transfers were quite simple, considering that the mayor of Farmington, Lawrence Daily, is an assistant chief of the center and the chairman of the Parks-Recreation Commission is a controller there.

FACES and PLACES



TRIBUTE—Admiring a photographic montage of Lindbergh and his Spirit of St. Louis in the lobby of Lindbergh Tower, San Diego, are chief Jim Lehman (left) and Western Region Deputy Director Robert Blanchard. The photo was prepared and donated by Teledyne Ryan Aeronautical at ceremonies that included a number of aviation pioneers.

NEW VOICE AT THE MIKE—J. R. White, assistant chief of the St. Joseph County Airport Tower, South Bend, Ind., welcomes new controller Maribeth Scruggs.



CONGRESSIONAL TOUR—At right is Rep. Charles Mosher (R-Ohio) thanking Cleveland Center chief Jack Koehler for the center's hospitality for himself and six other congressmen. Watching is George Lasko, AF supervisory engineer. At left is Bob Klose, automation field officer.



PHOTO ARTIST—Al Grigaitis, electronic engineer in Great Lakes' Airports Div., who has been featured in FAA WORLD, had his latest show of his photographic work at the Des Plaines, Ill., National Bank. Al, wife Irena and children Lina, Daiva and Daile attended the opening.



OLÉ FOR OLATHE—Donald Schneider (left), sector manager, accepts the regional Sector of the Year Award for the Olathe, Kan., AFS from then Central Region Deputy Director Chester Wells. Olathe was cited for its performance and production record, despite construction and equipment turnover, which failed to hinder the sector's efficiency.

COOL TOOLS—The Los Angeles Aircraft Maintenance Base was the winner of the National Aircraft Maintenance Base Award for 1972. Ralph Prey (left), chief of the facility, beams at the plaque presented by James Rudolph, Director of the Flight Standards Service, at Los Angeles Airport.



GLORIOUS DAY—Rep. William Armstrong (R-Colo) holds a flag that flew from the Capitol that he presented to the newly dedicated Arapahoe County Tower. A wrong-sized flag had been sent for the dedication ceremonies. Tower chief Dal Sessions snaps on the new flag, as Rocky Mountain Region Director Mervyn Martin observes.



BIRD MAN—An avid model aircraft builder for 16 years, Western Region PAO Gene Kropf has assembled some 870 models from the Wright Brothers era up to but not including the jet age. The Imperial Bank Building near Los Angeles International Airport recently displayed 145 of them in its lobby. His wife sewed the airplane shirt.



PAY ATTENTION—Colorado Gov. John Vanderhoof (right) listens to pre-flight questions from accident-prevention specialist Gary Koch of the Denver GADO, who gave the governor a Courtesy Flight Evaluation to help publicize the agency's accident-prevention program.



Newman observes a rehearsal of the teen handbell choir.

SERVICE ABOVE ALL

Choir-Master/Controller Molds Youth

"Neither my wife, Sandi, nor I have ever experienced a greater sense of fulfillment than in service," says EPDS Nolan Newman.

For the San Francisco Tower controller, music and service have been an integral part of his life since childhood. It has culminated in his receiving the Award for Service to the Community from the San Francisco Federal Executive Board.

Newman, his wife, 15-year-old daughter Terri and 13-year-old son Nicky are very much involved with music in their church in Fremont, Calif., at which they have organized five choirs in the last five years. Sandi accompanies most of the choirs on the piano or organ and arranges the music, while Terri plays the piano or oboe and Nicky plays the cornet or accompanies on a folk guitar.

Nolan and Sandi attended high school in Colorado Springs, Colo., where Nolan's father was a church pastor. They started working with his father on a 30-minute weekly radio program and gained some television experience on a weekly TV program sponsored by the church.

After they were married, Nolan became a con-

troller at Buckley Air National Guard Base in Denver. While there in 1958, Nolan organized a 40-voice adult choir. After he entered the FAA in 1962 in Idaho Falls, Ida., the two of them organized a 50-voice interdenominational religious choir. Everywhere they went, music touched those around them. Upon Nolan's transfer to the Burbank, Calif., Tower, they moved into youth work and started a teen youth choir.

Now, in San Francisco, the music team is more



Vice Adm. Mark A. Whalen, U.S. Coast Guard, congratulates Nolan Newman upon the presentation of a San Francisco Federal Executive Board award for community service.

Nolan and Sandi Newman pose with one of their teen choirs and accompanists before a performance.



active than ever. They write some and arrange a lot of the music their groups perform. Two of their choirs are composed of adult members, but they feel that the most-rewarding work is with young people.

Says Nolan, "Young people have abilities that too often are not discovered or left undeveloped. It is most gratifying to work with them and watch them discover their own capabilities."

Nolan relates that "Some of the most worshipful sounds I've heard were in southern California when

I heard a bronze handbell choir open a service." As soon as the Newmans were financially able, they purchased a three-octave set of handbells, which generated two pre-teen and one teen-college age handbell choirs. The teen vocal and handbell choirs have traveled extensively in northern California, performing musicals and concerts in churches, hospitals, military installations, at luncheons, schools and shopping centers. They were featured at the California Exposition last year and even gave a performance in the Fort Ord stockade.

TOWER OF THE YEAR

Cited for its speed and efficiency in upgrading its radar service without creating traffic tie-ups or incidents, the St. Louis Tower was presented with the Air Traffic Facility of the Year Award.

At ceremonies emceed by Paul Rogers, vice president of Ozark Airlines, Ray Belanger, Director of the Air Traffic Service, made the award to tower chief William Reazin. Participating were then Central Region Director John Cyrocki, AT Division chief Robert Gale and many guests from the aviation community and local media.

The St. Louis Tower was also praised for its participation in a special weather study on urban

pollution, its assistance to the Missouri Air National Guard in an operational readiness inspection, cooperation with flight-inspection activities, participation in extensive runway friction tests at St. Louis-Lambert International Airport and its routing of traffic away from St. Louis outdoor-entertainment activities.



Accepting the award on behalf of all St. Louis Tower personnel are (left to right) James Snow, Donald Hensley, Donovan Schardt and Donald Gene Phillips.



MIX & MATCH WORKS FINE FOR ILLI-NINES

It definitely had nothing to do with an FAA policy decision, but the agency found itself in a supporting role for wife-swapping and husband-swapping, as well as other combinations and recombinations of male and female. It was all morally legit, though, as teams paired off for the fifth annual air derby of the Illi-nines.

One hundred twenty men and women flew in from as far as both coasts to compete in the race sponsored by the Illinois chapter of the 99s at DuPage County Airport, west of Chicago. Women flew with their husbands as co-pilots and vice versa. Some

couples switched spouses; some men flew together; some women flew together; and one woman spanned the generation gap as she sported her teenage son as co-pilot.

Controllers at DuPage closed one runway for the race, while continuing to direct regular traffic on another runway. The 60 Illi-nines aircraft took off at 30-second intervals and returned after flying a 250-mile triangular course. While the ATCSs busied themselves above, tower chief Lyle Lowe mingled with the contestants, making himself available to help solve any last-minute problems. Though he



Controllers James Roche, Jim Zitnik, Rich Kramer and Ken Boettin (left to right) at the third busiest airport in the Great Lakes Region had even more to do than usually as DuPage County Airport played host to the Illi-nines Air Derby.

was heard to say, "These women are darn good pilots," Lowe steered clear of comparing men pilots with women pilots.

The women pilots won both the speed and proficiency races and the "hot spot" contest to see who could land closest to a line on the runway, but the overall results couldn't be interpreted for sex chauvinism on either side . . . nor that spouse-swapping helped in any way.

Some of the men, notably husbands of 99s members, have been taking part in women's air activities

Ray Weaver, Chicago FSS; Joe Schmieder, DuPage assistant tower chief; and Theo Moore, GADO-3 inspector (left to right), give last-minute briefing for the race. At right is pilot Neil Probanz, who was the official starter.



Airport manager Bill Donahue drops the red flag for the first plane in his role as honorary starter of the derby.

for some time. They not only seem to enjoy it but don't mind wearing patches stating they are 49½s, which is some sort of a put-down. The point of the mixed race was well put by Lowe: "You know, flying is much different from driving a car with your wife. In a race like this, or even just flying, the co-pilot is part of a team, not a back-seat driver with nothing to do."



Assistant tower chief Schmieder gets a run-down on the air derby trophies from the Illi-nines co-chairpersons Mrs. Mary Panczynyn (right) and Mrs. Norma Freier.

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The top panel below the sign lowers to reveal a rear-projection slide screen that is synchronized with a tape recorder to explain air-traffic control procedures. Alongside are some of the yet unfilled backlighted still displays.

Put a Little Interest in Your Bridge

You may not be aware that there are two Oakland bridges—one that crosses San Francisco Bay and one that spans the control room of the Oakland ARTCC in Fremont, Calif., connecting the administrative and computer wings.

This second one is gaining in popularity thanks to an automated visitors' display and aviation mini-museum that center personnel have constructed on one end of it. With the center hosting nearly 400 visitors each month, it was only a matter of time before someone came up with the idea of putting the bridge to a better use than merely commuting from one building to another. It became obvious that many of the visitors viewing the control room from this gallery were not aviation oriented or clear on what they were viewing.

Several types of displays were investigated, but their cost was prohibitive. George McConnachie,



Ralph Davis, "curator" of the bridge's air museum adjusts a cut-away model of the Boeing 747 loaned by an airline.

Plans and Equipment specialist, discovered that Pacific Telephone Co. had an old automated display in storage, which they were willing to donate. Controllers Jack Dodson, Aaron Graupman, Frank Micco and Ralph Davis modified the unit and constructed the display with the audio-visual expertise of assistant systems engineer Charles Kohl. Area officer Harry Ewing helped with display design.

The exhibit includes a relief map of Oakland Center's airspace with push-button-controlled lights indicating towers, FSSs, VORs and other navaids; a museum of aircraft pictures and models; and the automated display, consisting of a shuttered screen on which 35 mm slides are projected, accompanied by a tape-recorded presentation. Nearby are 10 backlighted pictures, featuring graphics by Micco and center cartographers Fred Davilla and Scott Gayhardt.