

MARCH 1974

FAA WORLD

Service to Man in Flight



FAA LIFE IN THE TROPICS



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The cover: This is the Caribbean—the coast of Puerto Rico at Ramey AFB near Mayaguez; controllers at Isla Grande, San Juan; the San Juan ARTCC; a seaplane in the harbor of Charlotte Amalie, St. Thomas; Area Manager Michael Fenn chatting with ET Ben Bracey at the Pico del Este radar site in Puerto Rico.



A New Deal For Private Aviation

Private aviation is the heart of the nation's air transportation system with approximately 140,000 personal, business and corporate aircraft providing service to all 12,000 airports in the United States. Yet few people outside the aviation community understand or appreciate the importance of private aviation to meeting the nation's total transportation needs. This fact was brought home forcefully in a recent industry survey indicating that some 90 percent of the population has little or no understanding of what private aviation really is or what it does.

At least a part of the problem is that we continue to think, talk and act as though private aviation were a single entity rather than dissimilar groups, differing greatly in terms of aircraft type, capability and use. There has been altogether too little recognition of the fact that virtually the only characteristic the various elements of private aviation have in common is they all fly.

This situation has prompted a thorough review of the way in which we in the FAA deal with our constituencies. As a result, we are proceeding with a new and what I believe to be a more sensible approach individually tailored to the various aviation segments. The system will assure that we give careful consideration to the specialized requirements of each major component in formulating agency policy and programs.

Of course, this approach is not a panacea for every problem plaguing private aviation, but it should go a long way toward helping us more accurately define the areas of controversy and, by so doing, facilitate solutions that will insure the continued existence and growth of private aviation as a viable industry.

Alexander P. Butterfield
ALEXANDER P. BUTTERFIELD
Administrator

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for some it's heaven

FAA LIFE IN THE TROPICS

when my husband and I walk along the beach, I wonder what I have ever done to deserve all this. I keep thinking that people are paying millions of dollars a year just to come to this island for a vacation, and I'm here to live."

Of course, many people are only interested in getting away briefly: It's a nice place to visit, but... Everyone may not be quite as enamoured by the experience as this woman, but maybe there's something to be learned here. For years, she had been an Air Force wife, and had learned to adjust to new situations. Explaining this, a controller added that some people who have never had to adjust to change allowed little things to bother them so much that they couldn't see or enjoy "the big picture."

"It isn't so much what happens," another controller told us, "it's how you react to it." To illustrate his point, he told us about a friend, Nick, who came to San Juan for the first time. By the time he had found a house and was ready to move in, he discovered that his furniture was tied up in a waterfront strike.

There he was with his wife, Diane, and three children. He was running out of time and money in temporary quarters, but neither he nor his wife were letting the situation get to them. They were immersing themselves in their new life—having friends in for dinner, taking Spanish lessons and waiting patiently. Fortunately, the strike ended a few days later. But before it did, both Nick and Diane said that if they had to make the decision right then and there, they would sign up for a second tour that day.

That's the way it works in Puerto Rico and the

It's different. Working and living in the Caribbean area is different from what you're used to, and it usually takes some adjustment.

For some, the adjustment is minimal, particularly when the family can take change in stride and looks forward to the move. Then, a job in Puerto Rico or the Virgin Islands can be everything you've dreamed of. As the wife of one Flights Standards inspector commented about their tour, "Sometimes I think I died and went to heaven."

For others, "cultural shock" and inconvenience are too much, and the idea of the tropical paradise wears thin quickly.

If you are thinking about bidding on a job in Puerto Rico or the Virgin Islands, you have to consider the pros and cons and your own constitution. To help you along that decision-making process, FAA WORLD talked with scores of FAAers in these sun-drenched lands.

We found a lot to be said on both sides of the matter. The woman quoted above also said, "At night,

Virgin Islands—people from the states bid on a job for a two-year tour. If they get the job, they're considered "contract employees," as distinct from "area hires," and they're committed to stay for two years.

Of course, if they elect and qualify to sign up for a second tour, that's great. They're already trained for the job and acclimated to the island culture. After a special leave back home, they are set to perform their jobs efficiently.

Area Manager Michael Fenn hopes that in the near future nearly all personnel—from top to bottom—will be area hires. Already, more than 50 percent of the technicians in the islands are area hires.

The weather in winter, from December through



From the tower on St. Thomas: At one end, the runway runs into the sea; at the other, into a mountain.

April is as advertised—the reason why people come here from all over a snowier world. Surfing, swimming and golfing are at their best. In the summer, it gets a little hot, but there's always a breeze—the strong easterly trade winds that rustle the palm fronds.

If you really cannot stand hot weather, however, if you enjoy seasonal change, don't go to the Caribbean. Don't kid yourself; we're talking about the tropics.

But, if you love to swim and are intrigued by snorkeling, sailing or fishing, and if the thought of palm trees and lush tropical vegetation turn you on, then go ahead and bid on a job in the islands.

And while you're thinking it over, remember there are a few extra dividends for FAA people. For a nominal fee, you can become a member of the service



Adorned with fountains and palm trees, the area office is one of the most picturesque in the agency.

clubs in the area and enjoy great golfing year-round. Also available to FAAers is very inexpensive air fare for trips to and from the Virgin Islands and around Puerto Rico.

And now we come to some of the drawbacks. The most common complaint we heard was that it's difficult to get things done. It takes a full day to get a driver's license, sometimes months or even a year or more to get a telephone installed, and auto repairs are not easy to come by, particularly outside of San Juan. But this is the way things are done down there. If you can't abide inefficiencies, maybe you'd be better off staying with the tried, true and familiar patterns of life in the States.

Almost everyone we talked to agreed that the "different culture" and the "foreign" language took some getting used to. The "cultural shock" that almost everyone experiences is a disorientation caused by the replacing of familiar cues with unfamiliar ones—where symbols mean different things and behavior often seems perverse. Of course, language problems add to the feeling of being lost and an outsider.

According to those FAAers we talked to who had lived through this experience, small things began to assume a great and disproportionate importance. The service for an automobile in need of repair becomes a cross to bear and a telephone that takes months to connect a nagging obsession.

The veterans we talked to said the best way to get over cultural shock is to learn something about the culture, and the place to start is in learning the language.

Here FAA can help you. The community relations officer in the area office, Blanca Harrington, gives free Spanish lessons to all agency employees and their families. She also provides information on Puerto Rican laws, customs and ways to get things done, and she helps new employees register their



The housing compound on St. Thomas sits on the rim of the brilliant blue Lindberg Bay.

Photos by Jack Barker

cars, obtain licenses, etc. Thrown in with her other services are guided tours to cultural landmarks.

Finding a new place to live is part of any move, so you might think about that for a while. In and around San Juan, a three-bedroom house will cost about \$300 a month, maybe a little more with utilities.

You'll get a lot of help from agency people already living in the area and from the representatives of the major facilities. If you get a job outside of the San Juan area—that is, in Ponce on Puerto Rico's south shore or on St. Thomas or St. Croix in the Virgin Islands, your house-hunting problems are solved. At these locations, housing is provided by the agency, and it is inexpensive. For instance, in Ponce

a furnished 24 by 55-foot three-bedroom mobile home set on an attractive palm-tree-studded lot rents for \$132.40—and this figure includes utilities.

For FAAers living in the Mayaguez area on the west shore, housing is available in permanent homes on the former Ramey AFB reservation. There, a three-bedroom dwelling rents for \$160 a month. On St. Croix, FAA housing is on a hill overlooking the airport, beyond which stretches the Caribbean. On St. Thomas, agency housing overlooks the harbor at Lindberg Bay. Boating comes naturally, and when we visited, there were six pleasure boats in the "St. Thomas Navy."

To ease the stress of compound living and to improve the quality of life generally, wives at all facili-

Betty Hink, wife of Mayaguez Tower chief Joe Hink, relaxes in one of the mobile homes at Ponce.



These trailers are rented to controllers and technicians at a nominal cost in the Ponce area of Puerto Rico.





Controllers Carlos Gonzalez and Sandra Torres stand their watches in the control tower at Ponce Airport.



San Juan's International Airport built on an open plan encourages the flow of passengers and cooling breezes.

ties get involved in FAA happenings through the Woman's Action Organization. We attended a meeting on St. Thomas where the wives were making plans to improve the local recreational facilities. Other items on the agenda included making arrangements for emergency medical care.

This brings us to another almost universal complaint—the high cost of living. Some people just flat-out griped about this, while others tried cautiously to be objective. Nevertheless, almost everyone believes the 7.5 percent cost-of-living allowance in Puerto Rico is insufficient. In the Virgin Islands, it is 5 percent. While subject to change, these figures are determined by the Civil Service Commission, not the agency.

In the International Flight Service Station, located in the area office compound, a specialist who recently moved from Alaska pointed out that Puerto Rico did not have a corner on high-cost-of-living problems. Still, he talked wistfully about the 25 percent cost-of-living differential paid to FAAers in the 49th state.

In Puerto Rico, schooling for your children is free and conducted in English, since it is offered at military facilities. Free bus service to and from school is also provided. In the Virgin Islands, on the other hand, a tuition allowance is given that usually covers the costs in private schools.

Let's say you do decide that it is for you and—maybe even more importantly—for your family. Now, what can you expect?

First, you can expect to wait several months until you get an answer to your bid. Then you can expect some hectic days as you get ready to ship your possessions and your family overseas. Once you arrive in the islands, you may feel a little lost and more than a little grateful when you spot your FAA welcoming committee. There will be someone from your facility and someone there specially to greet your wife and family and to take you to your first temporary residence. In San Juan, this is likely to be the Caribbean Beach Club, which comes complete with individual kitchen facilities, a huge pool, an ocean beach and a delightful sea breeze.

One of your earliest chores is to start looking for a place to live. You can expect a lot of help, but if you are stationed in the San Juan area, where you live is pretty much up to you.

During your stay you're likely to be inconvenienced by strikes, traffic jams, barking dogs and petty thievery. ("So what else is new," is what a technician transplanted from Brooklyn to Ponce had to say about this.)

You can focus on petty annoyances or make your stay in the islands one of the most rewarding periods of your life.

—By Theodore Maher

IT'S A BIG JOB

Besides going along for the ride when a budding pilot sweats out that first check, the GADO inspector has a busy life that many an outsider is not aware of.

The Tulsa General Aviation District Office had a monumental job recently when the nation's largest air-mail operator moved into its bailiwick. SMB Stage Lines, which operates 43 routes in 15 states, transferred its main business office from Des Moines to Muskogee, Okla., adding to the GADO's existing client, Great Western Airlines—the second-largest air-mail firm. As a result, Tulsa now has the responsibility for air-mail operations in all but five states.

It began when SMB notified the Des Moines GADO of its intention to move. Tulsa inspectors were assigned to recertify the operator with as little interruption of its operations as possible. A new certificate was issued the beginning of November. Immediately, work-assistance requests were sent to all GADOs and Flight Standards District Offices in the 15 states concerned with SMB's routes. These were for conducting enroute checks, six-month instrument flight checks, aircraft ramp checks, etc. These requests along with existing arrangements for Great Western Airlines involves 78 other field offices.

SMB brought 48 aircraft, including Beech 99s, Beech 18s, Piper Aztecs and two recently acquired DC-3s. The company intends to add three more DC-3s. In order to approve the operations of the DC-3 that SMB had at the time, considerable coordination and assistance from the Dallas Air Carrier District Office was needed. Operations, maintenance and company manuals and training programs had to be developed by the operator, requiring considerable manhours working with company personnel for inspectors from both district offices.

After the training program was approved, about 35 hours were spent monitoring the ground training

for company crews. Following this, 10 more hours were devoted to monitoring crew flight training at Muskogee, where SMB has had its maintenance and training base for four years. The company has 60 pilots and copilots, as well as 45 mechanics, 41 of whom are at the Muskogee base. Another 24 hours of inspector flight time was provided for administering DC-3 type-rating checks.

After the manuals were approved by the GADO and the first DC-3 was ready for the company's cargo operation, Tulsa had the job of monitoring the actual cargo operation. This required the operations, maintenance and electronics inspectors to ride the route-proving flight from Omaha to Detroit via Chicago. This phase, which was completed in January, accounted for another 150 inspector manhours. The second DC-3, slated for operation in the St. Louis area, will again require route checks, etc.

The workload devolved on operations inspector Jimmy Andrews, who was assigned as principal inspector; maintenance inspector Jim Sullivan, who was expected to pack his bags for the Dallas GADO from the Tulsa ACDO when the Tulsa GADO demanded his services; and avionics inspector Don Stroud, whose timing was similar. When some of his operations were transferred from his home base of Little Rock to Memphis, the Tulsa GADO beckoned. With the massive paperwork, another secretary was needed, and Genny Rice was delighted to come back to work after leaving FAA. The Tulsa GADO has also been drawing on the services of Jim Lytle of the Oklahoma City GADO for the recertification effort.

As if the workload itself weren't enough, nature also leaned on the Tulsa bunch. The two weeks in which they performed the DC-3 acceptance checks in the Chicago area were the worst days of the winter—icy and cold. But, that's part of the job, too.



WILL O' THE WIND

Fun-flying growth means more work for the GADO



Sport flying, particularly the non-powered variety, is booming all over the nation, and in few places has it caught on as well as on the roof of the U.S.—in Colorado, where the mountains play with the breezes.

Sport flying includes ballooning, soaring, parachuting and aerobatics. Hang-gliding is another, but as yet it hasn't come under FAA supervision. The agency is currently studying the subject, but is not at the point of considering expanding the regulations to cover it.

However, General Aviation District Offices throughout the agency are showing growing concern with sport flying in general, with the ever-increasing participation in flight for fun. Our 2,046 Flight Standards inspectors are increasingly involved in certifying, inspecting and monitoring these activities.

Soaring has become very popular in Europe and the U.S. While hang-gliding is at the stage of compiling endurance records (eight hours), soaring no longer is, ever since someone in Hawaii discovered that there was no limit to staying aloft in a sailplane over the steady thermals of a volcano.

The mountainous terrain of Colorado is conducive to flying sailplanes, especially along the Front Range foothills, and a number of soaring clubs have formed at Boulder, Fort Collins and Colorado Springs. Ballooning is becoming so popular here that Ansel McAllaster, chief of the GADO at Jefferson County Airport in Broomfield, sent one of his inspectors to Cali-

fornia in January to attend the National Balloon Conference to learn about the latest techniques and type of equipment used by balloonists. This GADO is one of seven in the region where sport flying has made an impact on its workload.

McAllaster, who taught aerobatic flying when he was a flight instructor in the Air Force, designated Don Piccard, the internationally known balloonist, as a balloon pilot-examiner. Assisting the chief is an operations unit of eight inspectors headed by Earl Dean Baird, who likes to monitor sport flying himself when he can get away from his desk.

This end of the business is a lot of fun, but it does have its risks. Baird suffered a twisted arm and a broken wrist three years ago when checking a balloon pilot. The launching was in calm air because of surrounding hills, but strong winds lay above. They decided to land immediately and got caught in gusts of 25 and 30 mph that upset the basket.

While most of the GADO inspector's time is spent on airman certification, they are also called upon to investigate crashes and complaints. But sport flying is demanding more of their time.

Perhaps the greatest participation in all sport flying is in a Colorado GADO's territory, and by a single group. It's the cadets at the Air Force Academy north of Colorado Springs. On any day when the weather is suitable, it's not unusual to see sailplaning, balloon flying and parachute jumping from an observation point along Interstate 25 near the Academy.

During their basic training, all Academy cadets are given indoctrination flights in T-33 jet trainers. Later in the program, cadets may elect to enter pilot training and qualify for a private license, but among the options they may select for credit are parachuting and soaring, and many do. There are 200 cadets now in sailplanes. Scores of cadets are in the balloon club, but no credit is offered for that.

Sport flying is the highlight of any air show, and FAA turns out for such occasions. During the dedication of the new tower at the Arapahoe County Airport last year, a two-day air show was staged that included balloon flight, parachute jumps, formation flying by the Red Devils, solo aerobatic performances and glider landings. GADO personnel were on hand to brief participants before each day's program and monitor the events to insure that the fliers stayed within the FAA rules.

A fair-weather Sunday in Boulder is likely to produce a group of aerobatic fliers with production craft or homebuilts. Many of them are friends of GADO inspectors, and they swap flying stories when a show brings them together or it becomes inspection time. And why not? Most inspectors enjoy monitoring sport flying; in fact, some indulge in it themselves.



FACES and PLACES



MEETING OF MINDS—Dick Gale, New England AT evaluation specialist, addresses a regional facility chiefs' conference during a panel discussion. The panelists at the head table are (left to right) Lou Bell, Providence, R.I., Combined Station/Tower chief; Pat Horan, Burlington, Vt., Tower chief; and Bob Pinnock, Bradley, Conn., Tower chief.

IN THE SPIRIT—Because of the fuel shortage, the square in front of Brussels' Grand Palace is almost devoid of cars. Margo Tyler and Joyce Plummer (lower left) of EU do their bit by bicycling.

MS. ASST. CHIEF—FSS specialist Terry Alexander from Merrill Field in Anchorage is the new assistant chief of the Anchorage IFSS. She's a former Navy lieutenant and a private pilot with a yearning for gliders.



RISING STAR—Louise Severson, clerical trainee on the Alaskan Region's planning staff, talks over her future with Deputy Director Quentin Taylor after she was crowned Anchorage's 1974 Miss Junior Miss.



THE WEDDING PARTY WAS HIGH—Two miles, that is, when Peggy Tunnicliff of the Western Region Counsel's Office and Gary Whiteman, Long Beach TRACON controller, were married in a twin Beech aircraft. The couple met when both were controllers at the Torrance, Calif., Tower.



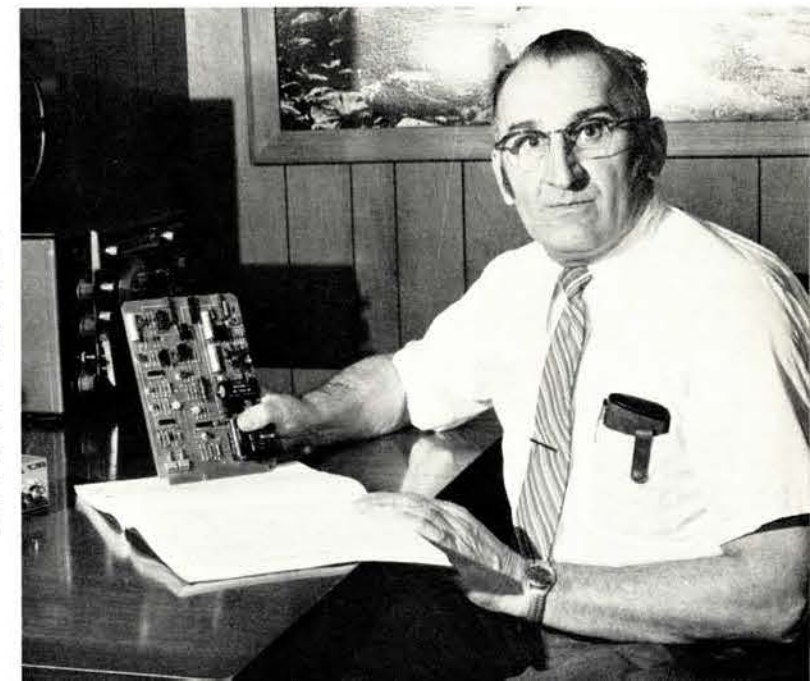
TOP SW FSS—Troy Cleaver (left), Tulsa FSS chief, accepts the Southwest Region's Facility of the Year Award from Deputy Director A. H. Thurburn. Lew Enochs, chief of the Air Traffic Operations Branch looks on.



MAKES A NICE GIFT—The Cleveland Cuyahoga County Airport Tower is for sale; it's being supplanted by a new "turnkey" tower. Actually, it's expected to be sold back to the county for what FAA paid: \$1.



TOP SUGGESTER—George Olton, SET from the Sheridan, Wyo., Airway Facilities SFO, garnered the Suggester of the Year Award for a circuit that saved FAA \$254,000. It eliminates a false distance-measuring equipment display due to multiple-path signal reflections. Runners-up are Jitsuo Sumida of Honolulu and Bob Bolden of Cleveland.



WHEN EVERY FLIGHT'S AN EMERGENCY

As spring gives way to summer, many areas of the country face the perennial problem of forest fire, which each year claims hundreds of thousands of acres. When the U.S. Forest Service is on the scene, FAA is, too, supporting the airborne effort.

Last year was a tragic one in the west and north-west as huge fires burned nearly out of control. To aid smoke-jumpers and aerial-retardant drops, FAA augmented tower crews, threw up temporary "towers" and even pitched in on pick-and-shovel work.

Considered the nerve center of western firefighting activity was the Boise, Ida., Inter-Agency Fire Center at Gowen Field, which coordinated efforts with tower chief Clark Couch and FSS chief Leo Peirce. Jim Prendergast and his GADO inspectors checked pilots and aircraft involved in late-summer fire-fighting efforts. Just the month before, the three chiefs participated in demonstrations of a modular airborne fire-fighting system that involved test drops of 3,000 gallons of fire retardant from multi-purpose cargo aircraft.

Within the week following the dedication of a new modular tower at the Redding, Calif., Municipal Airport, Forest Service B-17s were working steady relays from their Redding base to drop retardants on the Payne Creek fire. The operation of the new tower was credited with having cut the response time of the bombers by eight to ten minutes.

Frequently, you'll find that FAA takes its towers

to where the action is. When there are adequate uncontrolled landing facilities closer to the fires, controllers are detailed to the site, sometimes with not much more than portable communications equipment and a bridge table.

In three locations, emergency tower crews had their hands full handling 23 air tankers, 54 helicopters, 15 large chartered jets and many smaller aircraft pressed into fire duty, dropping fire retardant, carrying men and supplies and dropping smoke-jumpers.

Chilly Memaloose Air Strip in Oregon drew Boise controllers Jim Means, Frank Guethle, Ken Olson, John Dennett, Dale Lee and Keith Thompson and Pendleton AFS technician Fred Tenny. This base near Idaho's Hells Canyon stands at 6,710 feet. Spokane's Felts Tower chief Stan Mowrey was joined by controllers Royce Klewen and Duane Cook for emergency tower duty at Grangeville, Ida., for nearly a week. For coping with a fire near Mount Hood, Pendleton Tower controllers Roger Stall and Mahlon Esch and Boeing Tower controller Mike Xaver provided emergency tower services from La-Grande, Ore., with assists from the Portland and Troutdale Towers and the Portland FSS.

More comfortable quarters for emergency duty got its "trial by fire" at the Omak, Wash., Airport. Built by Northwest headquarters personnel, the air-conditioned mobile tower brought welcome relief to controllers working from a truck roof in 105-degree

heat. Ed Nicolai, Wenatchee AFSFO, and Dick Schuster, Yakima AFS, set up the unit at Omak, where Grant County Tower personnel Bob Hall, Ken Fry and Bob Bevan and Vic Galbraith of Boeing Tower handled 300-400 aircraft operations a day.

When the fire gets to your own front door, it's time to roll up your sleeves. Spokane AF Sector personnel helped stop a 250-acre fire that burned telephone and power lines and threatened the Spokane VORTAC and two RCAG buildings. Larry DeWolf,

Wayne Grove, John Spracklen and Chuck Yerkes got on the fire-line with picks and shovels.

The Dalles Mountain fire in Oregon brought out technicians Joe Way and Mel Cox and FSS personnel Gene Landry and Dave Urban, with Urban flying a helicopter to the scene. There, pick-and-shovel work stopped the flames at The Dalles VOR fence-line. One gauge of how heavy the air traffic was for the Dalles FSS is that the Forest Service had to set up six extra outhouses.



It's Boise GADO chief Jim Prendergast's job to ensure that crews and aircraft at the Inter-Agency Fire Center at Gowen Field are in condition for forest-fire strikes.



Forest Service smoke-jumpers board a Twin-Otter at Grangeville, Ore. FAAers here were billeted with the fire-fighting crews and transported and supplied by this plane.

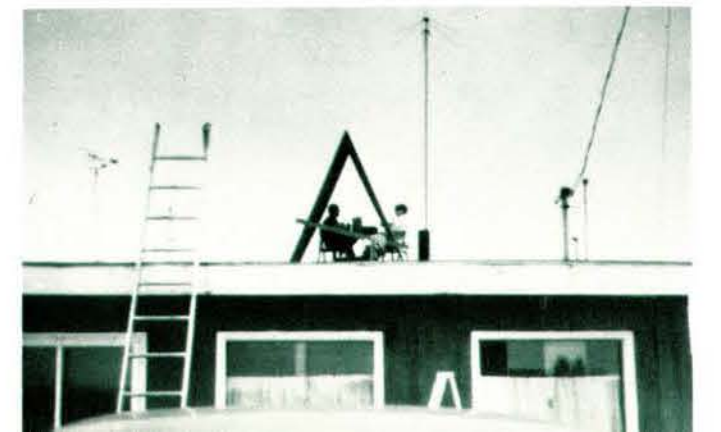
Northwest Region's mobile control tower is replete with heating and air conditioning and portable power supplies. It was built from a surplus frequency-management van.



Felts Tower chief Stan Mowrey, Spokane, Wash., stands watch at the jury-rigged emergency control tower on the Grangeville, Ore., Airport. The Grangeville forest fire was stopped on the outskirts of the city.



Two sheets of plywood make an A-frame shelter for controllers atop the airport roof at Bend, Ore. Shortly after this photo was taken, a thunderstorm scattered the "tower," chairs and papers down the airport ramp.



Redding, Calif., Tower controller Darrel Cuney directs a taxiing Forest Service B-17 bomber that is loaded with fire retardant.

DIRECT LINE



Q. I have heard that after 18 years of service, one can not draw his retirement fund out. Let us say that a person has 23 years of service and decides to resign for his own reasons. Would he be able to withdraw the amount that has been withheld for retirement?

A. Anyone may withdraw the money he has paid into the retirement fund provided he is not eligible for an annuity that is scheduled to begin within 31 days. In other words, if you do not meet the retirement eligibility requirements, you may withdraw your money regardless of the number of years service. Anyone contemplating applying for a refund owes it to himself to consult with his Manpower Office for advice on whether a refund is, in the long run, the best move to make.

Q. I have recently returned to the Western Region from overseas with the FAA. The position I held at the time I left has since been upgraded one grade. Handbook 3330.6A is now silent on the matter of promotions and consideration for promotions except in the case of employees returning from assignments with international organizations. The superseded handbook covered this situation for all returning employees. Why the change and why the special treatment for the international organization returnees?

A. The return rights of employees serving with international organizations are governed by law and Executive Orders. It is true that these returnees are entitled to return at the higher grade if their former positions were upgraded during their absence. On the other hand, they are unable to retain any promotion they received with the international organization, whereas an employee who served overseas for two tours with administrative return rights is entitled to return at the higher grade he may have attained while overseas.

Q. Could you tell me if the FAA has any type of study underway to prohibit smoking in towers and IFR rooms?

If not, what's required to initiate a program of this type? Non-smoking controllers are at a real disadvantage in having to work in areas with controllers who are heavy smokers. Ready rooms, training areas and coffee periods could be used to satisfy this habit.

A. The FAA has been responsive on this sensitive subject. The Office of Aviation Medicine developed and circulated a proposed order relating to smoking. It is now studying a variety of comments received in response to the proposed order and is in the process of making a final determination.

Q. Is it legal to operate an aircraft on an IFR flight plan below the published Minimum Enroute Altitude or Minimum Obstruction Clearance Altitude, regardless of the assigned altitude to "maintain VFR conditions on top"? The question has been posed to numerous FAA personnel and pilots over a couple of years without a satisfactory answer. If your answer is affirmative, the flying public needs to be made aware of it through the AIM, advisory circulars and maybe even by changing the FAR so it is not open to interpretation.

A. The instrument flight rules of FAR Part 91, Subpart B, including the minimum altitude rules prescribed in Section 91.119, apply to all IFR flight, whether in IFR or VFR weather conditions and whether assigned a specific altitude or flight level or "VFR Conditions on Top." A pilot operating on a "VFR Conditions on Top" clearance may operate at the altitude or flight level of his choice; however, he is required to adhere to FAR 91.119. In addition, if the flight is operated more than 3,000 feet above the surface, it must be operated at an altitude or flight level appropriate to the direction of flight as prescribed in FAR 91.109. Also see FAR 91.121.

Q. A few months ago, I read that the Washington office would circulate a question-and-answer information bulletin on the Second Career Program, but I have seen nothing on it. Please publish answers to the following in "Direct Line": (1) When assigned to a training pool, is it a physical or clerical transfer? (2) Upon reaching 50 years of age, can a controller with 20 years of active control retire voluntarily and still receive training? (3) After working 20 years in control, he transfers to a non-control position for two years, after which he has reached age 50 and wishes to retire. Is he permitted to do so without being penalized two percent per year he is under age 55? (4) A controller is 55 years old, has 30 years of government service, 20 of which was in active control. He is now unable to pass his Second Class Physical and will be medically disqualified. Is he eligible for training under the Second Career Program? (5) If a controller continues beyond 20 years of active control and age 50, can he retire at his option without the two percent penalty? (6) Upon completion of second-career training, is he obligated to accept the position offered, regardless of the grade and location?

A. (1) Usually it's both. It is a clerical change in that an SF-50 is prepared assigning the employee to a training-pool position. It usually involves a physical change of assignment—even of residence—in that the training is frequently not available within the controller's facility. (2) Order 3410.11, paragraph 11a, provides for second-career training only for employees with five or more years service as controllers who are involuntarily separated from a career controller position. So, the answer is "no." (3). The annuity for individuals retiring under the ATCS Second Career Program is not reduced even if the employee is under age 55 at the time of separation. (4) Yes, if the employee is being involuntarily separated from a career controller position. (5) Yes. See answer to question No. 3. (6) As provided in paragraph 11f of the order, upon completion of training, the employee may be assigned to other duties, released for transfer to another agency or administrative element of DOT or involuntarily separated from the service. Therefore, the employee would not be obligated to accept a position offered; however, he would be subject to involuntary separation.

Q. I recently had a PCS. Based on the answer to an earlier "Direct Line" question concerning a loan application fee, I submitted a voucher containing a request for reimbursement of such a fee. A statement from the mortgage company outlining what the fee represented accompanied the voucher. My new region subsequently disallowed the loan fee on the basis it represented part of the finance charge. Can you be of any further help?

A. Included in your claim was an item entitled Loan Origination Fee, a one percent fee that is a finance charge under the Truth in Lending Act, Title I, Public Law 90-321, and Regulation Z, and is not reimbursable. But, in our research, we noticed a statement furnished from the Savings and Loan Assn. indicating that the one percent fee included a number of expenses like the cost of appraisal, credit report, processing the loan application and loan papers. Normally, the above items are separate and not included in the loan-origination fee. If the company will furnish you an itemization of charges, a reclaim voucher may be submitted, and you will be reimbursed the allowable expenses. We regret that the possibility of a reclaim was not brought to your attention at the time you submitted your voucher.

Q. The standard promotional and career opportunities announcements contain the phrase, "all qualified candidates will be considered regardless of race, color, religion, sex or national origin." You will note that the reference to age is omitted. It is a well-known fact that the Air Traffic Service will not consider a candidate for a facility or deputy-chief assignment if the candidate is over 45 years of age, even though this is contrary to the Federal Discrimination in Employment Act. Well-qualified employees are not considered for these staff jobs. Can you please explain how the agency can circumvent the law by this policy, which I understand is dictated by Washington?

A. This is not the policy of the Air Traffic Service, nor can Washington dictate policy that is contrary to law. There does appear to be some disparity in your facts. The Air Traffic Service has in the past selected a number of well-qualified candidates for facility or deputy-chief positions who were over the age of 45.

Q. While I was recently hired as a GS-7 at the Los Angeles ARTCC, a friend of mine with similar experience/education qualifications was hired by the Department of Defense as a GS-9 controller. I thought there were to be no air traffic controllers hired as GS-9s, and I am curious as to how the Civil Service Commission can justify such an example.

A. The FAA has nothing to do with the grades at which DOD hires air traffic controllers. Questions concerning their hiring practices should be directed to the appropriate military service, which in this case was the Navy Department.

Q. Order 3410.11, pertaining to the ATCS Second Career Program, says, "In those cases where training may not be available locally, the employee shall be reimbursed for per diem and travel expenses necessary to the pursuance of his approved training objective or for the movement of his family and household goods (except expenses involved with the sale of his residence), whichever is less." Does the parenthetical phrase also include expenses involved with the purchase of a residence at the new duty station, as provided for in the Travel Handbook 1500.13A? If not, why hasn't Order 3410.11 been corrected to reflect this change, and why should second-career employees be treated worse than regular employees?

A. Under Public Law 92-297, the ATCS career legislation, the employee may be reimbursed for all or part of the necessary training expenses, including expenses authorized to be paid under Chapter 41 and Subchapter I of Chapter 57 of Title 5, United States Code. Expenses involved with the sale of a residence as well as those with the purchase of a new residence are not included under these provisions. Order 3410.11 will be changed to clarify this point. The "why" cannot be answered; Congress saw fit to make a distinction.

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.

Federal Notebook

BILLS ON TAP

Pending in Congress are a number of bills concerning Federal employees hung over from the first session. ■ A bill to eliminate the reduction in annuities required to provide survivor benefits was approved by the House Civil Service Committee. ■ A bill to reduce Civil Service Retirement Fund contributions from 7% of salary to 6 1/2% was approved by the House. Unions are said to prefer more liberal retirement provisions to the reduced deductions. ■ A bill to protect employees against invasion of privacy by agencies was approved by the Senate Constitutional Rights Subcommittee.

■ A bill to provide optional Social Security coverage for Federal employees in addition to CSC Retirement has House Ways and Means Committee support, but no hearings have been scheduled yet. The Administration opposes the optional idea in terms of costs.

■ A bill to change the pay-fixing method, giving less authority to the President and more to Congress and unions, had hearings in the House Civil Service Employee Benefits Subcommittee. ■ A bill to permit garnishment of Federal salaries for non-payment of alimony and child support. It was chopped off as an amendment to the Social Security bill last session.

THE 3-DAY WEEKEND

Rep. Silvio Conte (Mass) has introduced a resolution urging the President to institute a 4-day workweek for non-essential Federal offices. NFFE endorses the idea but AFGE has reservations, suggesting instead cutting the week to 36 hours now and 32 hours in 5 years. The Administration opposes the 4-day week because of

the huge overtime costs of a 10-hour day. Only Congressional legislation could knock out that requirement, and the unions would not be happy about that.

A BOOST FOR BARGAINING

Hearings by the House Civil Service Committee are expected to get underway on legislation to strengthen the bargaining powers of employee unions. The bill by Rep. David Henderson (NC) would provide for an independent 3-man Federal Labor Relations Authority and an 11-man Federal Labor Relations Board consisting of 5 from unions, 5 from management and a chairman selected by the CSC chairman. It also provides for binding arbitration in impasses.

GRADE PROTECTION

Rep. Henderson also has a bill in the hopper (with a bright outlook) that would indefinitely guarantee the grade and pay of an employee caught in a job-reclassification action as long as he worked in the same agency doing the same job.

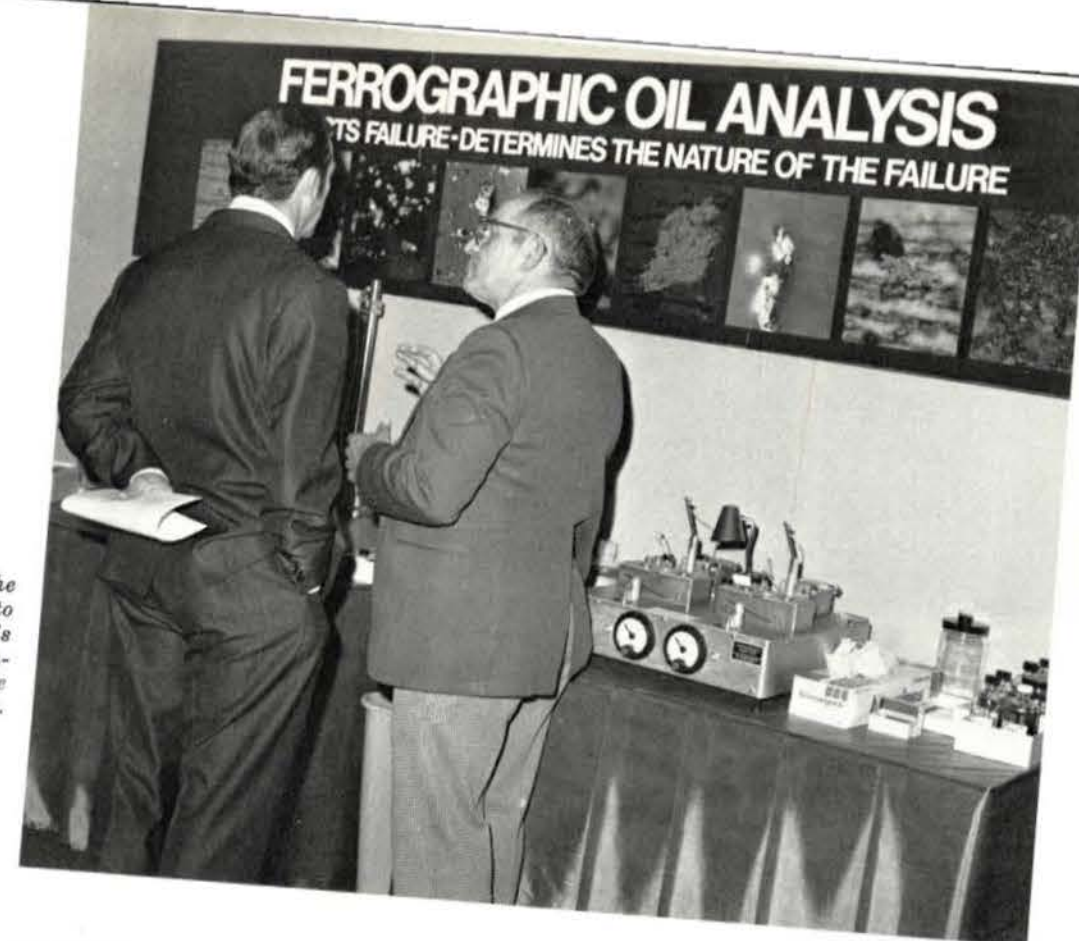
REDUCED HEALTH TAB

It's now law that the government will pick up half the health-insurance premium tab retroactive to January and another 10% next year, reversing the previous ratio of 40% paid by the government and 60% paid by the employee.

QUICKEE APPEALS

The Civil Service Commission is expected to change the appeals system in July to provide a single appeal to the commission in adverse actions instead of the current 2 or 3-step route. CSC is also asking for a bill to allow binding arbitration in such cases as part of union contract agreements.

The title of this exhibit at the symposium provides a clue to the sophistication of today's aviation-maintenance methods. A sales representative fills in a potential customer.



MAINTENANCE PUTS IT ALL TOGETHER

A speech by FAA's maintenance chief who "told it as it is," a major effort to begin refresher clinics for general-aviation mechanics and a call for trouble-shooting in airline maintenance marked the agency's Ninth Annual International Aviation Maintenance Symposium in Washington last December.

A record high of 748 people attended—a full cross-section of manufacturers, suppliers, airlines and general-aviation groups—including 143 representatives of 40 foreign nations.

James Dougherty, acting chief of the Maintenance Division in Flight Standards, told the gathering about studies underway to apply the continuous-inspection requirement to more general-aviation aircraft than are now affected by it. For most such planes, only annual inspections are required.

Dougherty also spotlighted FAA's plans for a refresher training program for general-aviation mechanics to be undertaken cooperatively with the Aircraft Owners and Pilots Association. John Hull from the Western Region noted that most of these mechanics get little additional formal technical training after they receive their FAA certificates, simply because the opportunity for further training is limited, as is the mechanics' time. The first trial clinic was scheduled for February 13 and 14 in Columbus, Ohio. If the idea works, as many as 30 clinics could be held each year, Hull said.

Both U.S. and foreign airlines explained their maintenance programs in what one company executive called "a rich experience" of comparing notes. Foreign airlines were particularly pleased to learn that their maintenance is as modern and sophisticated as technology can make it. Company representatives came away feeling they were "up to snuff" and on a par with any other airline in the world.

Other discussions revealed that general-aviation maintenance still revolves around the individual mechanic, but that computer technology similar to that used by the airlines to schedule and monitor maintenance is sifting into general aviation. Some companies are selling computer systems programmed to meet the needs of individual general-aviation operators, such as air taxis and business aviation. Speaking for homebuilders and sport-aviation enthusiasts, Paul Poberezny, president of the Experimental Aircraft Association, said that EAA's maintenance philosophy hinges on the principle: it's either excellent, or no good.

Bruce Olson of American Airlines challenged the airlines and aircraft manufacturers to develop a formal troubleshooting system for airline mechanics to use. If industry accepts the challenge, he said, troubleshooting could become "an important producer of knowledge useful in solving many of our chronic technical problems."



Flanked in each photo by Air Traffic Service Director Ray Belanger (left) and Associate Administrator for Operations William Flener are from the left (at left) Ramon Olivas, Melnee Grant and Robert Little; (above left) Mrs. L. Jo King; (above) Calvin Losey and Freddie Laird.



THEIR FINEST HOURS



MIDNIGHT COWBOYS . . . The typical skyjacker in the U.S. has not been the long-haired hippie but rather the kind of hustler one finds hanging around bus stations late at night. That's the conclusion of Dr. John T. Dailey, who developed the psychological profile which proved such an invaluable tool in combating the hijacking menace. The FAA psychologists says hijackers are a very different sort of social subgroup than

that represented by the usual air traveler, since they represent society's failures rather than its successes. But Dr. Dailey warns that hijackers are vigorous adults who appear capable of carrying out threats of violence.

THIS IS (SQUEEK) YOUR CAPTAIN SPEAKING . . . If you think airline pilots are getting younger, it's not just because you're getting older. They actually are, according to the latest FAA pilot nose count. It shows 20 percent of all ATRs now are held by persons in the 20-34 age bracket as compared with only 8.5 percent in 1966. Conversely, ATR holders in the 45-and-over category have dropped from 54.4 to 46.8 percent of the total in the same time span. The representation of the 35-44 crowd has remained relatively stable with 33.2 percent compared with 37.1 percent in 1966.

PLEASE DON'T FEED THE ANIMALS . . . When FAA opened Dulles Airport in 1962, cynics quickly labeled it a "white

elephant." But as things turned out, they picked the wrong animal. For among the most recent arrivals at Dulles were 20 white rhinoceroses direct from Durban, South Africa, and headed for a wildlife preserve near Richmond, Va. The new owners claim the 20 rhinos were the largest air shipment of African animals ever to land in the U.S. Each is valued at \$10,000, making rhinoceros even more expensive than beef-steak—but only slightly.

CALL ME MADAM . . . There are more than 30,000 active women pilots in the U.S., and FAA's ATS staff in Washington thinks they need respect more than affection. A recent ATS bulletin cautioned against the use of "honey" and "sweetie" when addressing women pilots, noting that such terms constitute "unnecessary verbiage." Moreover, it said that women pilots do not appreciate such endearments and even find them embarrassing. Controllers were urged "to control their emotions and stick to business" in the future.

Six FAAers were honored for three outstanding flight assists for 1973, among whom were the first women to be cited in the five-year history of the awards program.

Mrs. L. Jo King, of the Cordova, Alas., FSS, was called by a bush pilot caught in a whiteout—a snow-storm where he had lost all visual reference—and had entered a high-speed spiral dive. She shocked him out of a panic state with an expletive so he would slack off the controls to recover from the dive. He did so, just barely, as his landing gear brushed the ground.

A twin with six passengers aboard twice missed the runway at Washington National Airport in rain and fog because of a defective directional gyro. Controllers Ramon C. Olivas and Robert L. Little, Jr., at the DCA Tower attempted to reroute the plane, but a shortage of fuel led them to pass the aircraft to the Andrews AFB Tower. There, controller Melnee L. Grant provided guidance to a successful touchdown, despite the fact that the plane had lost the left engine eight miles out due to fuel starvation.

Freddie R. Laird was still a developmental controller at the Shreveport, La., Tower when he got a call for help from a passenger who couldn't fly aboard a twin with an unconscious pilot. Together with controller Calvin D. Losey, Laird helped provide instruction to the neophyte pilot and obtained a rescue plane to guide the twin to the airport.

VOLUNTEERS FOR SAFETY



Discussing brake installation with mechanic Ed Good (right) is Dean Hennies, aviation-maintenance accident-prevention counselor at San Diego's Montgomery Field.



Lars Senning, accident prevention counselor at the Palomar, Calif., Airport, describes the operation of an emergency locator transmitter to pilot Valerie Tatum.

Navy Cmdr. John Coffey is an accident-prevention counselor with the San Diego Armed Forces Aero Club. He explains to Charles Frost that a nosewheel control rod can get bent from wheel barrowing, throwing it out of rig.



Designed to reduce the accident rate through education and persuasion rather than solely by enforcement of regulations, the General Aviation Accident Prevention Program has had marked success.

The San Diego Flight Standards District has shared in that success. Said district chief, William Glenn, "Our accident rate has been substantially reduced, and much of the credit must go to our volunteer accident-prevention counselors, who have donated their skills and time for greater aviation safety."

Until recently, the greatest effort had been directed at improving pilot skills. With that concept proved,

attention has been turned toward the general-aviation mechanic, who contributes much toward safe flight. Recently, the San Diego FSDO appointed five top-flight mechanics as volunteer aviation-maintenance accident-prevention counselors—Al Toll, Dean Hennies, Chester Keasling, Harold Kennedy and Ted Steckbauer.

Their job will be to counsel individual mechanics and aircraft owners who exhibit unsafe practices, make maintenance recommendations, publicize accident-prevention activities and accomplishments, encourage educational clinics and meetings and advise the FAA accident-prevention specialist of potential hazards.



HOT LUNCHES ARE BACK



Delighted with a new oven, Richard Mack, chief of the Benton Harbor, Mich., Tower, donned a chef's hat as he slipped in a frozen dinner. Others (left to right) are ET Gary Courtney; controller Harvey Hop; Airway Facilities SFO chief Dave Green, displaying a Creative Homemakers of America certificate; and controller Rich Maher.

The gastronomical life at field facilities often leaves much to be desired. Many times, facilities are too isolated for dining out or the eating places are too crowded, too expensive or too bad. The fact is that many employees prefer to brown-bag their meals, even if it is a cold repast. Now that's all changing for the better in the Great Lakes Region.

Three years ago, some enterprising employees at one facility chipped in to buy a microwave oven, and it became obvious that the oven made diners-in happier. The region took note and began buying them on a selective basis. Top priority went to isolated facilities, then to those with part-time food establishments nearby and finally to those with adequate dining available, but where convenience was a factor.

More than 90 of the region's 104 air-traffic facilities now have their own ovens, and it is expected that all will have them soon. Joseph Bosslet, chief of

the Air Traffic Operations Branch, said the ovens are programmed for all facilities that ask for them. "We thought it was a good idea, supported it, then budgeted for them."

While controllers were turning to cooking, the oven manufacturers were unaware of the changes in oven-operator types, with one continuing to supply a certificate with the oven that makes its users members of the Creative Homemakers of America. (Strangely, those facilities first getting the ovens had no women controllers.) Instead of taking umbrage at the designation, some of the personnel framed and mounted the certificates, and many take advantage of the recipe books and advisory service provided by the manufacturers to make better and more "creative" use of the devices. There's a bit of the gourmet chef in most people. Still, frozen dinners are popular, as are a BLT sandwich made with freshly cooked bacon, hot dogs and cheese dishes. It seems to be that the ingenuity of the cooks is limited only by the amount of dishwashing tolerated. Males who like to cook seldom like to clean up.

"Our oven saves a lot of time here," said O'Hare Tower chief Vince Mellone. "While there are any number of restaurants around, it just takes too much time to go out every day, particularly around the holidays. Some of the controllers and technicians have always brought their lunches, while others never seem to. But for those who don't want to go out, this is great."

Duane Jennings, Indianapolis Tower chief, echoed those sentiments, pointing out that it was an especial boom to those working evening and late-night shifts. "The days of the cold sandwich are over," he said. "The ovens sure have changed our brownbagging way of life."