

JULY 1974

# FAA WORLD

*Service to Man in Flight*



**helping youth  
get a perspective**





# FAA WORLD

JUNE 1974 VOL. 4, NO. 6

## CONTENTS

Editorial	2
9 Hectic Days	3
Direct Line	6
Wheelchairs Take Wing	8
Heads Up	9
Faces and Places	10
A Two-Point Landing	12
A Man To Remember	13
Small World	15
Federal Notebook	16
Lost in the Snow	17
Flight of Fancy	18
Inn Control	20

Secretary of Transportation,  
Claude S. Brinegar  
Administrator, Alexander P. Butterfield  
Asst. Administrator—Information Services  
Louis J. Churchill  
Chief—Public & Employee  
Communications Div.  
John G. Leyden  
Editor, Leonard Samuels  
Contributing Editor, Theodore Maher  
Editorial Assistant, Don Braun  
Art Director, Osceola W. Madden

FAA WORLD is published monthly for the employees of the Department of Transportation/Federal Aviation Administration and is the official FAA employee publication. It is prepared by the Public & Employee Communications Div., Office of Information Services, FAA, 800 Independence Ave., Washington, D.C. 20591. Articles and photos for FAA WORLD should be submitted directly to regional FAA public affairs officers:

Mark Weaver	Aeronautical Center
Alexander Garvis	Alaskan Region
Joseph Frets	Central Region
Robert Fulton	Eastern Region
Neal Callahan	Great Lakes Region
Edwin Shoop, Jr.	NAFEC
Mike Ciccarella	New England Region
Clifford Cernick	Northwest Region
George Miyachi	Pacific-Asia Region
David Olds	Rocky Mountain Region
Jack Barker	Southern Region
K. K. Jones	Southwest Region
Eugene Kropf	Western Region

The cover: Washington, D.C., children get introduced to aviation occupations at nearby Andrews Air Force Base, here, in parachute rigging, air traffic control and "jet piloting."



## The Year Ahead

The advent of a new fiscal year brings with it a set of challenges in our continuing effort to maintain the excellence of the world's finest aviation system. Our planning in concert with users of the system, I believe, has served to insure our meeting these challenges with success.

In our budget submission to the Congress for FY 1975 I pointed out that forecasts of FAA operations indicated that activity levels will not differ drastically from those experienced in FY 1973, the last year for which we have complete figures. Air-carrier activity is expected to remain about the same, while some increases in general aviation are foreseen. It is difficult to predict the ultimate effect of the fuel shortages, but as this situation stabilizes, I am certain the demands for air transportation will continue to increase.

Overall, our attention is focused on solving our capacity problems, increasing our safety margins and making aviation more compatible with the communities it serves. In line with this, ADAP funding will emphasize congestion relief through such improvements as dual-lane runways. We plan to relieve the New York-Miami congestion by designating additional off-shore routes.

The implementation of the automated ATC system basically will be completed by the end of FY 1975. Our budget request includes funds for four new long-range radars, five backup radar data-processing systems called Direct Access Radar Channel (DARC) and modified ARTS III systems at the Anchorage, Honolulu and San Juan ARTCCs. In the terminal area, our request includes replacement of the New York Common IFR Room with a new, modernized facility and providing ARTS II systems for 22 radar towers. We intend to intensify our efforts to implement the FSS modernization outlined in the FSS Evaluation Team Report. The budget also includes projects for 12 Group II TCAs, nav aids, standby power, six aircraft and other improvements for field facilities.

We have asked for 56,178 full-time, permanent positions, 476 over FY 1974, mainly for staffing newly commissioned air-traffic and navigation facilities contracted for in prior years.

We have proposed a lean but sturdy budget that will maintain FAA's progress in meeting the needs of the aviation system.

*Alexander P. Butterfield*  
ALEXANDER P. BUTTERFIELD  
Administrator



FAA controller Herbert Ross at the Andrews AFB Tower points out Air Force One taking off.

## TOMORROW'S AVIATION CAREERS TODAY

### helping youth get a perspective

With confidence in the future of aviation, FAA is helping to cure the myopia of youth and focus their gaze on the horizons before them. In fact, one program that the Office of General Aviation is working on in the District of Columbia is called the "Widening Horizons Career Orientation Program."

Designed to introduce junior high school students to the wide range of present and emerging career options in a variety of fields, the D.C. school-system program zeroes in on the most-critical stage of the students' development, when educational choices can be made to support their career choices. As a result, their exposure to the world of work is matched with guidance services to aid them in assessing their abilities, aptitudes and interests, and the students learn about the educational and skill requirements for these job fields.

So, it was in May that a joint venture by Charles L. Dobson, aviation education specialist in the Office of General Aviation; George Clanton, assistant director of Widening Horizons; and Elvin Webber, teacher-coordinator for the program in the D.C. pub-

lic schools, brought 620 students in four weekly excursions to Andrews Air Force Base. With the cooperation of the base commander and the information office, the students from 11 metropolitan junior high schools were to be acquainted with those military and civilian occupations related to the broad area of aviation, from clerical to technological and flying.

The students were able to visit the tower and RAPCON, base operations (the weather station and flight-planning section), parachute loft, engine-maintenance shop, pilot simulator training area and static display area. In addition to the airbase guides, they had an opportunity to meet personnel from American and Trans-World Airlines.

The tour guides, chosen from various agencies on the base, explained their own jobs and answered questions regarding their specialties and the Air Force in general.

How much the experience was creating an awareness and broadening their perspectives could be seen in some of their comments and questions.

In the tower, one student said, "I didn't know that planes had to get permission to move on the ground."



## helping youth get a perspective

Another remarked, "I didn't know they had female controllers working here in the metropolitan area."

A third, "To get into the control tower is like trying to get into Fort Knox because of the security system." Many questioned every piece of equipment.

The approach-control room fascinated many, its dimly lit environment with green and red lights reminding them of a movie theater. Some found it difficult to understand how controllers could "sit at a TV screen and know where all the planes are."

Of course, the Air Force had its own color to attract wide-eyed interest, drawing questions on aircraft and the service, like:

"How much do you get paid?"

"How many different uniforms are there?"

"Do you ever get vacations?"

"When do we eat?" This query was answered by the school system, which supplied lunch.

As would be expected, the students were most delighted with the aircraft. The biggest hits were a static display of an F-105 and a 20-mm Gatling gun display. In conjunction with the F-105, a D.C. Air Guard flight simulator was demonstrated.

Each group made the rounds to the 1st Helicopter Squadron where, following a briefing, the teenagers were able to clamber over H-1N Huey and H-3 Jolly Green Giant helicopters. Later, every youth had a chance to be a pilot in a C-118 static display with instruction from a ground-crew member.

While most knew some popularized information about parachuting, their visit to the parachute loft brought them abreast of reality, as they learned how a parachute is rigged and how it's used as survival equipment. Many were surprised at such things as the heaviness of a parachute, the idea of free-falling for three miles before the chute opens automatically and at the pulley equipment bailed-out pilots have to lower themselves when caught in the trees.

While Base Operations may lack the glamour of flying, it opened new vistas to the students that fascinated them. "They have their own weather station and their own weather man," one visitor noted with surprise. The "black box" mysteries of the weather radar and weather teletypes also held their attention. Before they visited the flight-planning section, few were aware of the amount of paperwork a pilot has before he gets off the ground. The students got a familiarization with flight plans and aeronautical charts.

Finally, there was a visit to the engine shop, where the complexities of both jet and piston engines were laid bare.

The confusing sophistication of the equipment



they faced and the details of the jobs were not wasted on the students, as frequently revealed by their comments and questions. Rather, the detail was there to create a keener appreciation for what is involved in the words aviation, pilot, mechanic, controller, etc., and for what is required of the student who might want to pursue one of these jobs for a career in aviation, FAA or the Air Force. Each student couldn't help but have a wider horizon after this exposure.

This project is one of many planned and conducted by specialists of the Aviation Education Programs Division. Through cooperation with local educators, government officials, businessmen and FAA personnel, aviation education is used to help the public understand the National Aviation System, as well as further career education.

Each FAAer has an opportunity and an obligation to help young people learn more about FAA's mission and how we use the resources provided by the taxpayers, General Aviation's Dobson pointed out. "Aviation education can be your vital link to the public in helping more young people understand who you are, what you do and how they, too, may someday fit into FAA's world."

More information on how your community can take advantage of aviation-education resources is available from:

- Your local coordinator, who has a kit on this.
- Your regional public affairs officer.
- The Aviation Education Programs Div., Office of General Aviation, AGA-300, 800 Independence Ave. SW, Washington, D.C. 20591.



*Youth wants to know . . . about aviation. Scenes at Andrews AFB (clockwise): An Air Force mechanic explains a part of a jet engine in the engine shop • Top left, newswoman Carol Martin of WMAL, Washington's Channel 7, interviews program participants (left to right) flight officer Willis Brown of American Airlines; C. L. Dobson, FAA Office of General Aviation; and Lloyd LaGrange, National Transportation Safety Board • At top right, the NCOIC in the parachute loft explains an emergency light for downed pilots that is attached to a parachute • Above left, Willis Brown talks about the commercial side of aviation • A would-be pilot holds the stick in the cockpit of an F-105 on static display as he gets some "pre-flight" briefing • Students get to touch and hear about a piston engine in the engine shop, as Sam Clyburn, Jr., of Flight Standards Maintenance at Washington National Airport's Hangar 6, listens in the rear • An Air Force maintenance crew chief explains the bewildering array of levers, dials and switches in the cockpit of a C-118 on static display • One of the highlights of the tour was the Air National Guard's stripped-down Gatling gun with its 20-mm ammunition belts • AA flight officer Willis Brown flies an F-105 simulator • In Base Operations, the teenagers get a briefing on the equivalent of FAA flight service station operations—flight planning, weather and reading aeronautical charts; accompanying the students is John Scott (center background), former Presidential Squadron pilot, now with NTSB • As could be expected, the hit of the trip to Andrews AFB was the F-105 fighter of the Air National Guard that was on static display. Many of the students took turns sitting in its cockpit.*





# Federal Notebook

## KEEPING COOL

The General Services Administration has recanted a bit from its order to set air-conditioning thermostats in Federal buildings between 80 and 82 degrees. Now the authorized minimum setting is 78 to 80 degrees. ■ If you think that it's not enough into the comfort range, you have some support. At this writing, John Sawhill, head of the Federal Energy Administration, has suggested the discarding of neckties for the season. The Executive Director of the Civil Service Commission has relaxed dress codes for CSC workers, but has cautioned against any attempts to sport beach attire in the office. By the time you read this, perhaps FAA will have picked up the idea.

## BENEFITS MAKE THE NEWS

CSC has conducted a study that shows Federal fringe benefits compare favorably with private companies' benefits. The comparisons were made of life insurance, sick and annual leave programs, health benefits, holiday policies and retirement. Of the 25 employers studied, only one--the State of New York--had a more liberal overall program than the Federal government. ■ A bill to expand death and disability benefits under the Federal Employees Compensation Act of 1966--H.R.13871--was unanimously approved by the House of Representatives and sent to the Senate. ■ S.3256 introduced by Sen. Mike Gravel (Alas) provides for allowances and reduced governmental rental rates and charges for certain Alaskan employees of executive departments. The bill also exempts such allowances and reductions from taxation. Employ-

ees living at remote sites in quarters owned or leased by the government would pay one-half the rental rate and one-half the charges for other facilities provided. Any allowance or reduction in rental rates would be considered a cost-of-living allowance.

## DE-HATCHING BILLS HATCHED

Backed by the three major AFL-CIO Federal employee unions, a bill has been introduced by Sen. Quentin Burdick (ND) to repeal Hatch Act restrictions on political activity while retaining protections against political coercion. S-3357 would allow Federal employees to be delegates to national conventions, be officers or employees of political clubs, run as candidates and participate in other political activities. ■ Rep. John Dent (Pa) has also introduced a bill to repeal sections of the Hatch Act. This one would not change the prohibition on political activity in employees' official capacity or seeking partisan office while on the government payroll.

## PRIVACY CONFOUNDED

While the House is considering S.1688, which would prohibit requiring the average Federal employee to disclose his personal finances, the House is also considering S.3044, the campaign-financing bill, which conversely would require all employees making \$25,000 a year to file financial-disclosure statements and the auditing by the General Accounting Office of the tax returns of employees making \$20,000 a year--a contradiction that some expect won't survive the House, with the latter provisions getting the ax.



A problem with the solid-state ILS requires climbing belts for Bill Bungert (left), Facilities & Equipment Installation, and nav aids electronic technician Jack Barnes.

## THE HUB It's the Greatest

There is something vibrant, urgent and exciting about Chicago O'Hare International Airport for those passing through and for those who work there. It not only is the world's busiest commercial airport, with more planes and more passengers than any other, but it has more people employed, more runways and more instrumentation than any other in the world.

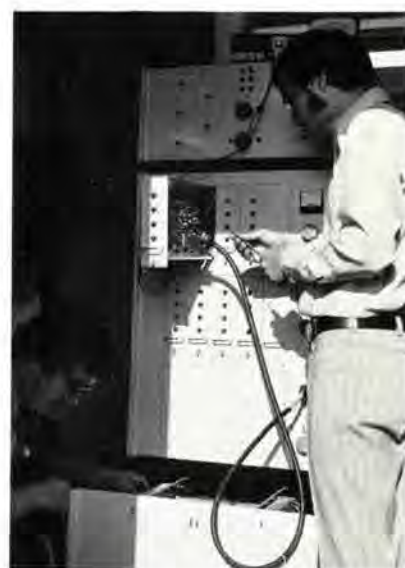
Some of those having a long-time love affair with O'Hare go so far as to call it the hub of the universe when it's "only" the hub of aviation in the nation.

Among the nearly 1,000 government employees there are the 61 of the Airway Facilities Sector: five crews toiling three shifts every day of the

year. Charged with helping to insure that air traffic keeps flowing smoothly in and out of the airport, they are responsible for maintaining 109 instruments and navigation aids with minimum outages.

"The heavy traffic and the need for making everything run smoothly produces an urgency and alertness among the crews, some headaches and a high degree of satisfaction in making it all operate," explained sector manager Richard Uram. "Efficiency and alertness program out most of the problems, but the fact that O'Hare is usually the first for any new type of instrument or navigation aid means that we must solve our own problems, which benefits other facilities at a later date."





## LIFE IN THE O'HARE AF SECTOR

In solitude, communications aids technician Kenneth Laut concentrates on an adjustment to a "board in a drawer" (above left).

An ad hoc conference joins (left to right) sector manager Richard Uram, assistant sector manager Clarence Turnquist and watch supervisor Dedrich Bunce behind secretary Marjorie Van De Mark. The wall installation was built by sector technicians (above).

Ronald Mousel (left), nav aids relief technician, works in an equipment drawer as electronics engineer Terrill Malleck checks a module on the new solid-state ILS for Runway 14L (above right).

Common to technicians in northerly climes, snow nor rain nor . . . can stop them in their appointed rounds. Ronald Mousel trudges away from an ILS light standard after servicing it on a winter day (right).

ARTS technician Warren Sentz checks tower equipment (below).



Uram's pride in achievement and his liking for O'Hare is shared by his technicians, few of whom, if any, would leave the hub except for promotion. "We've got it all here," says Don Vogel, a nav aids technician, who joined the FAA in 1960 after service in the Air Force doing much the same thing. Vogel says he transferred to O'Hare for promotional possibilities. "We get more training than most technicians because, with more types of equipment, it's necessary. I like the challenge. The work load and diversity don't bother me or most of the others here, although some are bothered by shift work.

We feel more an integral part of the whole system than at most smaller installations."

One of the appeals to Dick Ziebart, an ARTS/radar expert, is that "You're not restricted to the same tedious routine. This was the first facility to get ARTS III, and it's fascinating to be a part of it. Computers, like those in the ARTS system, are the future, and I feel that when something else new comes out, we'll be the first again. It's better to come to O'Hare and get 10 years' experience in one year than to go somewhere else and get one year's experience 10 times," Ziebart continued. "You can

learn more in a few days at O'Hare than in months or years someplace else. If something works at O'Hare, it'll work anywhere."

The enthusiasm carries over into other areas. Dave Mezurashi, a nav aids technician, transferred from pleasanter climes because of the area's fine medical-educational facilities. "It's the biggest and the best," said Tom Couch, communications aids technician, but he also transferred in because of better schools and an opportunity for promotion to management. "Admittedly, housing is higher here than most places," Couch commented, "but everything else is not; and there's more recreation here than you can find even in Michigan. You can't go mountain climbing or deep-sea fishing, but there's everything else."

Turning back to the job, Couch pointed out that the work has to be done right away each time. "That's a pain in the tail, but that's what makes O'Hare unique. It keeps you more active. If you can put something off until tomorrow, it changes your working habits, your way of life."

Assistant sector manager Clarence Turnquist continued on the same theme. Delays at O'Hare can

affect the nation and even the world, he said, pointing to his concern about the energy crisis and Airway Facilities efforts to keep its impact at O'Hare to a minimum through effective maintenance.

That maintenance on the 109 aids involves 12,700 man-hours a month. Included among the aids that must be kept at peak efficiency, because of the delicacy of the computer system and the necessity for keeping radar operating without more than a fraction-of-a-moment interruption, are the heating and air conditioning system, the central vacuum-cleaning system and 21 diesel or gasoline-engine generators for standby. There's even the upkeep of furnishings and control over painting and decorating.

There's one area where Uram feels the sector technicians are not putting forth a 100 percent effort, and he's letting them get away with it. The one failure is in gardening. They've abdicated to the city the mowing of the grass around the tower and left the weed-pulling from the garden to passers-by. He feels they should be let off the hook for one poor job, considering that their air traffic control maintenance results in virtually no outage.

—By Marjorie Kriz

## HEADS UP

### CENTRAL

Ralph E. Brockman is the new chief of the Kansas City ARTCC, and his deputy, Rex W. McQueen is also new to the center.

### GREAT LAKES

The new deputy chief of the Detroit Metropolitan - Wayne County Airport Tower is Don Cass, who comes from the Columbus Tower . . . Ray Spann comes from the Detroit City Airport Tower to assume the duties of chief of the St. Paul, Minn., Downtown Airport Tower.

### NORTHWEST

Reuben Powell, sector manager at the Boston Center, has transferred to the Airway Facilities Division in the regional office . . . Medford, Ore., CS/T assistant chief Fred Baker is the new chief of the Olympia, Wash., Tower . . . the Lewiston, Ida., Tower's new chief is Bernie Tiffault . . . Ed Brothers, chief of the Toledo, Wash., FSS, was chosen to head the Hoquiam, Wash., FSS . . . The Felts Tower in Spokane, Wash., will gain

Bob Davis as its new chief from Boeing Tower where he was an assistant chief.

### SOUTHERN

Robert Mitchell reported for duty as the new sector field office chief in St. Croix, Virgin Islands, transferring from Covington, Ky. . . . James McGraith, planning specialist at the Miami Tower, was selected as chief of the Pompano, Fla., Air Park Tower . . . Selected as chief of the Dade-Collier Tower in Miami is James R. Rudd, who was chief of the Valdosta, Ga., Tower.

### SOUTHWEST

The new Flight Standards Division assistant chief is G. W. "Bill" Wagner, who left a similar post in the Great Lakes Region . . . Daniel C. Gardner, formerly assistant manager of the Little Rock Airway Facilities Sector, has become chief of the region's Operational Standards Section . . . Moving from deputy chief of the Lubbock, Tex., Tower to chief of the Shreveport, La., RAPCON/CS/T is Ray Pharr . . . Taking over as manager of the Midland, Tex., Airway Facilities Sector is Paul Story, who was previously AFS assistant manager in Albuquerque, N. M. . . . New assistant chiefs at the Lafayette, La., Tower are Harry Hawkins and James L. Moore of Houston and Austin, Tex., respectively . . . Harry D. Hood, formerly Jonesboro, Ark., FSS chief, is taking over as chief of the Midland, Tex., FSS . . . Edward D. Chambers, chief of the Hobart, Okla.,

FSS, was selected to be chief of the Amarillo, Tex., FSS . . . Wallace Horne got the nod to be deputy chief of the Tulsa, Okla., FSS . . . Selected as team supervisors at the Albuquerque ARTCC are Richard Chiavario, Arnold E. Garcia and Randall O. Martin . . . The chief of the Flight Inspection National Field Office in Oklahoma City is William D. Crawford, who was chief of the Regulations Staff in the Flight Standards Service.

### WESTERN

Michael Kearney has reported aboard as assistant chief of the Ventura, Calif., Tower, coming from the Los Angeles TRACON . . . Bobby J. Wilkes, accident prevention specialist at the Van Nuys, Calif., FSDO, was selected accident prevention coordinator in Washington, D.C., replacing Pete Campbell . . . Richard Williams, assistant sector manager at the Ontario, Calif., Airway Facilities Sector, was selected as chief of the regional Operations Program Section . . . The Phoenix, Ariz., FSS has gained Harry Jenkins as an assistant chief, who was previously at the Sacramento, Calif., FSS . . . Henry Van Sant of the Phoenix TRACON has reported in as an assistant chief at the San Carlos, Calif., Tower . . . Dominic Panasiti, chief of the Daggett, Calif., FSS, was selected for assistant chief at the San Diego FSS . . . Already aboard as assistant chief at the Montgomery, Calif., Tower is Richard Cox, who transferred from the Phoenix TRACON.



# FACES and PLACES



**FOR TIRELESS EFFORT**—Irving Birnbaum, airman and schools specialist in HQ's Flight Standards Maintenance Div., was honored by the Aviation Technician Education Council for improving techniques and standards of airman technical schools.



**FAA FASHIONS**—To create an upbeat and favorable impression for the agency, the women of the Phoenix FSDO have purchased blue and gold coordinates of slacks, skirts, vest, jackets and blouses on their own initiative and with their own money. They're now looking for FAA lapel pins. From left to right are Christine Garcia, Effie Pewitt, Elsie Stevens, Audrey Elliott and Rose Borszich.

**GOLDEN SHOVELS**—Marking the ground-breaking ceremonies for a new tower at the Portland, Me., International Jetport to be built by a minority company are (left to right) David Heilner, Small Business Administration Deputy Administrator; Peter Torres, ROBMIC Development and Construction Corp. president; and NE Director Ferris Howland.



**RIGHT ON**—For two years running, Howard McGlothlin, security specialist at Denver's Stapleton International Airport, has qualified with his revolver with a perfect score of 250 at the FBI Academy. The training courses are in connection with the anti-hijacking program.

**NEAT QUARTET**—The four participants in the first phase of the New England Administrative Training Program have reported for their last training assignments. Shown with Executive Officer Jack Ormsbee are (left to right) Mary Maher, Manpower; Alma Wingood, Logistics; Kathy Thi-beault, Air Traffic; and Joanna Graro, Airway Facilities.

**GAS MISERS**—Energy conservation and the fun of it brought out this "gang" of McAlester, Okla., FSS specialists and electronic technicians on their motorcycles. They are (left to right) Al May, Roy Abel, Len Etchison, John Patton, Fred Ingraham and Campbell Gore.

Photo by Hugh German, McAlester News Capital

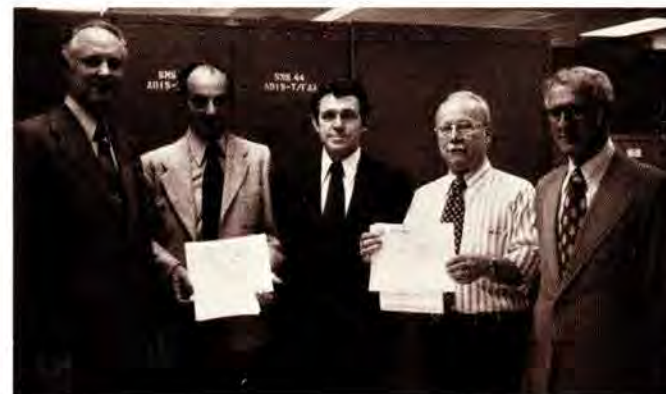


**KEY SUGGESTOR**—Dustin Sloan (right), a pilot at the Anchorage FIDO, was presented a check for \$940 by Alaskan Region Deputy Director Quentin Taylor for developing a means for measuring alignment error of VORs and TACANs without theodolite or ground check, saving \$48,000 a year.



**A ROOF OVER THEIR HEADS**—Mustering scrounged surplus government equipment and volunteer labor, Jack Oldroyd built the truck-mounted mobile tower to shelter controllers called on to man temporary towers for Forest Service fire-fighting duty. This contributed to the Northwest Air Traffic operations specialist being cited as "Outstanding Civil Servant" by the Federal Executive Board.

**SAFETY TALKER**—For his work as team captain of the Rocky Mountain Golden Sentinels in presenting safety seminars, George Batchelder (left), Salt Lake City GADO accident prevention specialist, received the Utah Pilots Assn. Award for 1973 from association president Steve Lawson.



**HIGH ON SUGGESTIONS**—Central Region had a pair of suggestors who netted over \$1,000 each. Holding their certificates are Harold Owens (left), AF, and Leon Turk, AT, both of the Kansas City Communications Center. Owens suggested modifying the Service B Data Interchange and Turk, eliminating the Service C Send/Receive Drops in FSSs. Others (left to right) are Regional Director A. L. Coulter; James Todd, NATCOM/AF chief; and Billy Templeton, NATCOM/AT chief.



# A Hiker's Odyssey

**I**t all started with a phone call from a friend in the Appalachian Trail Club who was already involved with a U.S. Information Agency outdoors recreation exhibit being shown in the Soviet Union. When USIA asked backpacking-hiking expert Ed Hanlon to train 21 Russian-speaking relief guides on hitting the trail, he was mighty pleased.

In November, the 21 shivered in rented equipment for three days in Shenandoah National Park and on the Appalachian Trail, learning about camping, hiking, cooking and enjoying the outdoors.

Hanlon was even more pleased when USIA asked him to go to the Soviet Union as a specialist and his boss, the FAA Associate Administrator for Operations, agreed to it. He would be going to Kishinev in the Moldavian Republic, formerly part of Rumania, for five weeks as part of a six-cities tour that stretched into Siberia. The USIA-sponsored Outdoor Recreation Exhibition included displays on the National Parks, National Forests, camping, hiking, fishing, skating, skiing, snowmobiles, mountain climbing, rifles, boating, surfing, golf, tennis, scuba diving and recreational vehicles.

To supplement the displays of major manufacturers like Gerry, Kelty, Camp Trails and Coleman, Hanlon arranged to ship brochures, shoulder patches and slide shows from the Boy Scouts; books and more patches from the Philmont Scout Ranch in New Mexico and from the Potomac Appalachian Trail Club; insurance company calendars depicting outdoor scenes; the book "The Appalachian Hiker"; and eating utensil kits, compasses and dehydrated foods. He also brought along some of his personal backpacking equipment.

Before he left, as well as when he arrived in



Moscow, he was given standard security briefings. He also was interviewed for the Voice of America in Washington, with his voice faded out as a Russian interpreter's faded in. In Kishinev, Hanlon found himself a bit of a celebrity as Russians filed into the exhibit pavilion to match a face to the voice they had heard.

In the cold Russian winter—it was February—Hanlon's arrival was not altogether smooth. His Aeroflot flight from Moscow to Kishinev was diverted to Odessa, where he spent seven hours at the airport in a lounge for the use of tourists only, waiting for weather minimums to improve. It was considered undesirable to put the travelers up in a hotel where there would be freedom of movement, for their visas had not been issued for Odessa, and they were, in effect, illegally there. But the Soviet tourist agency, Intourist, took very good care of them, arranging everything, including assistance as interpreters in placing phone calls, ordering food and providing periodic weather reports.

Kishinev is a city of 400,000, but the USIA exhibit, which was held in a new pavilion that few citizens had ever visited, Hanlon relates, drew 210,000 visitors! "There were always people waiting to get in," he said. "I found it was hard for them to believe the variety and availability of this merchandise in America, and, as a result, many wanted to buy right off the exhibits."

The prices also stunned them, Hanlon recalls. In fact, he had brought with him a Montgomery Wards camping sales circular to illustrate prices. "They just didn't understand the concept of sales—that the price could be lower than the price at which it was originally marked."

Although some dehydrated foods are available there, the variety of dehydrated and freeze-dried foods intrigued them. He demonstrated their preparation but was not allowed to offer tastes, although he gave quite a few unopened packages to interested visitors to prepare at home.

Packframes were pretty much new to the Russians, who commonly use rucksacks. One of the manufacturers supplied a transparent pack, and Hanlon demonstrated the proper method of packing it, as well as putting it on some visitors to show its comfort. Someone even wanted to buy the vinyl pack, and it took some explanation to convince them such a pack would be impractical for outdoor use.

Some sleeping bags are in use, but most Russians generally use blankets.

With the sameness of footwear apparent, it was no surprise that the visitors were very interested in the Americans' shoes and hiking boots such as Hanlon wore. The Russians commonly use hard-leather high boots of the German and Russian army type.

The mobile homes, campers and American automobiles parked outside the pavilion generated a lot of attention, since nothing like them is sold in the Soviet Union. Just for a breath of fresh air, albeit cold, Hanlon would walk outside to discuss the RVs.

For want of time and the prior arrangements that would be necessary, Hanlon didn't get to see any Soviet "FAA" facilities, but he did get to see Russian forest rangers and discuss hiking. There, the would-be hiker must be trained with a hiking club and must go out in a group. Permission must be obtained for the itinerary. Master hikers—qualified after years at it—usually get permission to go anywhere. Naturally, visitors to the pavilion were surprised at the freedom with which American hikers can pursue this sport.

Hanlon discovered they were more than impressed with the compactness and light weight of our back-

packing equipment, food and clothing, which result in "pounds off your back" on an extensive trip. An American's average of a 45-pound pack for a week's trip would average 80 or more pounds with comparable Russian equipment.

The other side of the same coin—freedom of movement—was revealed to the visitors when they noted from Hanlon's profile poster that he was with FAA and a pilot. He explained that he had been a World War II military pilot, an FAA facilities flight inspector and presently the president of a flying club. The freedom to fly where he would without prior approval impressed them.

The camping discussions were often openings for questions about the United States generally, but there were frequently those who would turn the conversations with the guide-interpreters to political matters. Hanlon frequently was able to distract the visitors from this and break off the guide's involvement in such discussions by whipping out his wallet and showing photos of his home, his family, his four cars and the plane he flies. Questions on food prices, social security, welfare, education and the availability of homes and apartments were frequently asked.

Despite the interruptions, many of the Russians expressed gratitude for the visit of the Americans with this exhibit and particularly the pleasantness of the guides and specialists who smiled and joked frequently, since they were enjoying the experience. Many took the trouble to say that the exhibit was well planned and put together, and they were especially pleased with the availability of the three specialists, who among them could speak knowledgeably in each of the sports displayed.

"I enjoyed the trip," Hanlon said, "and I was honored to have the opportunity to go. I especially enjoyed the people. I'd certainly be ready to go again for this kind of an operation, and, in fact, look forward to it."

*Among the materials Ed Hanlon brought with him was what he considers a definitive work, "The Appalachian Hiker," which he described to visitors to the Kishinev pavilion.*



*An English-speaking Russian woman paid a return visit to Hanlon to present him with a humor book in English for his daughter.*





# The ELT Saves

What's my life worth? This is a question that every pilot should be asking himself before he takes off. Now, he has one more item to think about during his pre-flight check and walkaround. Effective the beginning of this month via public law, the government has led him to water in requiring most pilots to equip their planes with emergency locator transmitters (ELTs). Now, the pilot must make himself drink by arming the ELT before he takes off.

A couple of cautions are in order. Some pilots who have already purchased the device often remove it from the aircraft when going home. Since it takes a force of 5Gs to set one off, an abrupt throw into the back of a car has more than once set off the signal and triggered a fruitless search-and-rescue mission.

Users should test the ELT periodically to insure that the battery is live and the device is working, but the test switch should be used only in the first five minutes after any hour. A signal heard at this time would not set search wheels in motion.

The ELT not only saves lives but cuts the costs of search and rescue operations by pinpointing the site of a downed aircraft. It's not foolproof, and some odd malfunctions have occurred, but it's good insurance that works. Last year, 47 downed aircraft were located through the use of the ELT. As an example, it worked in the case of this student pilot in California who got into trouble.

With just 37 hours of flying time, the pilot had filed a VFR flight plan from Riverside, near Los Angeles, to Novato in the San Francisco Bay area, 400 miles away. The flight northbound was uneventful. His return-trip flight plan called for a fuel stop at San Luis Obispo. He later admitted that his first mistake was to change his fueling point enroute to Monterey without reporting this fact to FAA.

His diverting lost him time; when he found himself near Santa Barbara, about 150 miles from Riverside, he decided to take a shortcut through canyons and mountain peaks up to 6,000 feet to the east.

"Flying the canyons was okay for a while," the pilot later recalled, "but suddenly the one I was in came to an end. I knew I couldn't get over the ridge into the next one, so I made a 180, but I was too low. I couldn't get back out, so I slowed it down and put it on the side of a hill."

Thanks to his unplanned route, the first-day search by a C-130 out of McClellan AFB was north of his missed fuel stop. Water areas enroute were prime target areas, since the pilot's wife informed

rescue personnel that her husband, being a skin diver, had often said he would "put it down in the water" if he ever had to make a forced landing.

Although the aircraft was equipped with an ELT, no signals were received the first day. Suddenly, ELT signals were heard east of Santa Barbara and were reported to the FAA. Search and rescue received this information about the same time they learned that the pilot had refueled at Monterey. Now, they were even more concerned, as the pilot was wearing only jeans and a light sweater and was probably injured, more than 65 miles to the south where snow still remained in the canyons.

Night ELT search of the rugged mountains was in order, and the job fell to a veteran search crew from the Fresno Civil Air Patrol.

A search twin-Commanche departed Fresno at 10:30 p.m. to the intersection of Victor Airways 183 and 485 where the signal had been reported. Without VHF direction-finding equipment aboard, the Commanche was using the "build/fade" method. They took bearings and flew known radials from

both the Bakersfield and Santa Barbara VORs and, at the point of highest signal, had the Los Angeles Center pinpoint the area on its radar scope.

A ground team was called to assist with a search at dawn. This CAP ground team from Santa Barbara moved into the mountains, touching base with the U.S. Forestry Service and taking along a pair of foresters. The team had reached the point where the ELT could be heard on the ground by dawn, when the air search resumed. About an hour's search was needed for visual contact, which indicated the condition of the wreck offered a good chance that the pilot survived. An Air Force helicopter was summoned from Vandenberg AFB.

When the pilot was found at the 5,000-foot level, it was determined that he had fallen some 200 feet down a rocky slide after getting out of the wrecked airplane, suffering additional injuries.

Later, at the Goleta Valley Hospital, the lucky-to-be-alive pilot acknowledged his rescuers surrounding him. But one saviour wasn't present—his ELT.

—By Bob Huber

## WORD SEARCH

By Claude C. Johnson, Ponca City, Okla., FSS

Try your hand at finding the aviation terms in this puzzle: They read forward, backward, up, down and diagonally, but are always in a straight line and never skip letters. The words overlap and letters are used more than once.

Use the word list if you must, but try covering it first. All 56 words can be found. Circle those you do find and cross them off the list. The word "AIRMET" has been circled to get you started. When you give up, the answers may be found on page 19.

AIRMET	FOG	SHIFT
ALTIMETER	HAIL	SIGMET
ALTITUDE	HAZE	SITE
BAROMETER	HOLD	SNOW
BROADCAST	LEG	SKY
CEILING	MIKE	STATION
CENTER	NAVAID	SUMMATION
CLEARANCE	NIL	SUN
CLIMB	NOTAMS	TACAN
COLDFRONT	OVERCAST	TORNADO
CONTACT	PILOT REPORT	TOWER
DENSITY	PRINCIPLE	TROUGH
DEW	RADAR	TURBULENCE
DRIZZLE	RADIO	UHF
DUST	RAIN	VHF
ELT	RAINSOWER	VIRGA
ESTIMATED	RIDGE	VORTAC
ETE	RUNWAY	WIND
FLY	SAND	

R E T E M I T L A E R I D G E  
D N O I T A T S D E W P Z S T  
N O I T A M M U S M M G T I F  
E Z W L U Z T A C A N I E G I  
L R G S I I N N V V M C M M H  
Z E L T T P O T V A D O R E S  
Z T I L S T R H T H N N I T K  
I E A C A Y F E Z G I T A R V  
R M H M C O D Z A U W A S O W  
D O S F D F L Y G O P C R P P  
L R U H A F O E R R E T N E C  
O A N G O H C C I T A O R R E  
H B E G R A I N V C Z W R T C  
C L I M B D C A W K U E U O N  
H S K Y J I L R A S Y R N L E  
M A D T P W R A D A R R W I L  
D N Z L G O T E L L A A A P U  
I D E E E N N L U T U D Y B B  
A K T K T S F C E I L I N G R  
V E I S I T O R N A D O U A U  
A M U T S A C R E V O R T H T  
N D Y F R E W O H S N I A R F



## DIRECT LINE



**Q.** Because the selection of a chief from sector personnel two years ago resulted in a morale problem, we were told by a high-ranking region official and by our supersector chief that no chief vacancies would be filled by sector personnel. Because of the above policy, very few subsector people bid on a subsector chief's job. The position was filled by a man from within the sector. What's the pitch?

**A.** Any regional official or supersector chief who told you that no chief vacancies would be filled from within the sector didn't know what he was talking about. There is no agency or regional policy to limit chief selections to non-sector personnel. All eligible candidates in the appropriate area of consideration are entitled to be considered on the basis of personal merit alone.

**Q.** In the April "Intercom," the Administrator said minorities would continue to receive special privileges. Through the 150 Program, for example, minorities and women who possess no special qualifications are hired for control work at the GS-5 level. They are given separate training, which even includes instruction in reading, until they are considered qualified to enter the regular training sequence. At this point, they evidently continue their training without having to compete with GS-7 applicants. Even though there are ways to accomplish this on the individual's own initiative at no expense to the taxpayer, the Administrator intends to expand the 150 Program by 100 positions. Why? It was also stated that hiring goals had been established. How is this different than a quota system?

**A.** The 150 Program was established to provide a means for more minorities and women to enter the air traffic control occupation than were entering through other means. Applicants must pass the same aptitude examination as those who qualify for GS-5 and GS-7 positions, but need only two years of general experience for GS-4 positions. Participants in the program must meet the same high standards as other trainees, and the 80 percent retention rate attests to the success of the 150 Program. A quota would impose an absolute percentage that must

be achieved or no one else could be appointed. A goal is an objective that we strive to achieve by positive recruiting efforts.

**Q.** An individual is authorized to use POV to take an agency-required ATC second-class medical. He reports to the medical clinic at the beginning of his scheduled shift, then to his official duty station. From what point should mileage be reimbursed?

**A.** Travelers who report to their permanent duty stations before or after performing official duty at a TDY point are entitled to a mileage reimbursement for use of their POVs. The total miles driven, however, must be reduced by the distance from residence to official duty station, because you did report to your permanent duty station.

**Q.** A controller is found not qualified for a second-class medical certificate but qualified for air traffic control duties by the regional flight surgeon. He is then issued a limited second-class medical certificate valid for ATC duties only. Is this a waiver? Does the controller have the option of rejecting the waiver and a choice between medical retirement or second-career training?

**A.** It is not clear precisely what medical standard is being referred to. There are the medical standards required by law that must be met for a Class II airman certificate, and there are medical standards issued by the Civil Service Commission for ATCS. These are similar but distinct standards. For ATC certification, the CSC standards are specified in FAA Order 9430.3. Any special considerations (waivers) would apply only to these standards. Any deviation from Class II standards of the FARs apply to airmen and are not part of the ATC health program. Under Public Law 92-297, only those controllers removed from their positions by the Secretary or his designee are eligible for second-career training. Therefore, a controller cannot voluntarily remove himself from his position and be eligible for this training. Since such determinations for second-career training are made by the servicing Manpower office, we suggest you contact them for a specific determination.

**Q.** Would you state the requirements—test scores, etc.—that must be met for entry into the 150 Program?

**A.** Applicants may qualify for these positions at the GS-4 level with two years of general experience or post-high school education and a passing score of at least 210 on the Air Traffic Controller Examination. This is the same passing score required for GS-5 and GS-7 eligibility. The regional personnel offices can give detailed information concerning employment prospects and application procedures.

**Q.** I have been qualified in a lot of jobs since I joined FAA in 1962 and have been a well-qualified candidate in bidding, but I can't seem to get any other position. I even tried to get a lower-paying position where there seemed to be a better chance for ad-

vancement, but was unsuccessful. I am a 10-point veteran, yet it doesn't seem to get me any preference in the government. What's the answer?

**A.** First, you must understand that veterans' preference is applied in Civil Service examinations only when rating, ranking and certifying applicants coming into the Federal service. It is not applied under the Merit Promotion Program. The Office of Personnel recommends that you ask your supervisor for career counseling. During the counseling interview, tell your supervisor what you would like in terms of another job that you think you qualify for or are nearly qualified for. Also ask him to tell you what he thinks you can do to improve your chances for advancement. If you are not satisfied, write or obtain permission to visit your Manpower Division, telling them the same things you spoke to your supervisor about. At the same time, ask for a review of your qualifications and information on how you can improve your chances for career advancement.

**Q.** Recently, one of our supervisors selected the least-qualified girl on the panel to be his secretary, explaining that he wanted someone he could "mold," rather than those girls with years of experience and more qualification points. Is this "mold" business something new in FAA selections?

**A.** Paragraph 42 in MPP Order 3330.1A, Selecting Candidates, says that the selecting official shall review the qualifications of all candidates referred and select from among the best. He may select any candidate on the promotion list, regardless of whether they are presented in rank order. Your servicing Manpower Division is in the best position to counsel you on the particular promotion action about which you are concerned.

**Q.** Outside a manager's or a chief's jurisdiction, what authority does he have to order an employee to a detail for any length of time within FAA restrictions? What course of action does management have against an employee who chooses not to accept the detail, with respect to disciplinary actions up to dismissals? Under the Federal Personnel Manual, I'm not at all sure that it isn't considered a request rather than an order nor that firing as a disciplinary action can be concluded from Chapter 5.

**A.** Management at any level has the authority to detail or reassign its employees as required to effectively accomplish the mission of the agency. An individual who refuses to accept the detail or assignment is subject to the provisions of Order 3750.4, which states, "Supervisory and management officials are responsible for determining if corrective disciplinary action is warranted." Under the schedule of Penalties for Misconduct, No. 5, is "failure to carry out orders or assignment given by a superior official," which carries the penalty from a written reprimand to removal. The Internal Placement Handbook does not provide for individual approval or volunteers on details, as this is a management decision and not covered by appeal channels.

**Q.** Southwest Region Notice 3430.18 states that supervisors shall complete narrative statements in Part VII of the PER, outlining significant strengths and weaknesses of an employee. We understand this policy is not agency-wide and is only used by this region. Isn't this discriminatory for selections under MPP? Order 3430.3A, Chapter 5, Paragraph 15b states, "The CSC must approve any changes to the performance rating plan described in this chapter"—which doesn't seem to refer to documenting employees' weaknesses and strengths. Has CSC approved this?

**A.** The cited order requires prior approval of the Office of Personnel for any supplementary guidance relating to that chapter only (see Paragraph 19b). The regional notice is concerned with narrative evaluations for use in MPP, but not the annual adjectival performance ratings, and is entirely permissible. Part IV of the PER provides the supervisor's appraisal of the skills knowledge and abilities of an employee for MPP. Often selecting officials believe they need more than the Part IV evaluations to feel comfortable about the quality of the candidates certified through the MPP, especially in breaking ties among substantially equal eligibles, thus the narrative statements. The system should be considered of special value to employees, too, because only "significant" weaknesses—not insignificant ones—are listed. Any supervisor who notes a significant weakness in Part VII of the PER should be able to counsel the employee on how he can overcome the weakness.

**Q.** My facility requires controllers involved in a pilot's complaint, incident or accident, or if anyone in management requests it, to make a complete transcript of the problem area, from first contact to last. In addition, the controller must write a narrative report to his supervisor. The chief controller has made this a verbal order and will not put his instructions on this into a facility order. The last controller involved in a pilot complaint used more than eight hours to make the transcription, while other controllers had to absorb his workload. We, as controllers, feel it should not be the controller's job to perform this transcribing function, much less to point out our fellow controllers' mistakes. Is it legal to force us to make this transcript?

**A.** As part of the government's responsibility in accident/incident investigation, the Air Traffic Service has to prepare transcripts that have a bearing on the occurrence. A facility chief has this responsibility and is given broad leeway in how to accomplish the task. With regard to your specific question, the preparation of transcriptions involving an incident or accident falls under the category of job-related miscellaneous duties and can be assigned at the discretion of the chief controller; therefore, it is legal to assign controller personnel to perform this function. We realize it is not a fun job, but it has to be done. Since the controller is familiar with local procedures, control techniques and controller voices, he is the logical person to do the job.



# A Bell From the Sea

"I'm not a religious man," said Walter Mayberry, "but I wanted a bell to ring out from my church." A couple of chance events brought memories flooding back and set him on the path to realizing his goal.

A specialist in the Harrison, Ark., FSS at the Boone County Airport, Mayberry had been a POW during the Second World War after his B-17 was shot down over Germany. What triggered his recall was reading about the death of an old friend, a fellow Arkansan who also had been imprisoned and had come home with Mayberry aboard the Liberty Ship "William T. Barry."

Then Mayberry read a book, "Liberty Ships, the Ugly Ducklings of WW II," in which the Barry was mentioned. Liberty ships were troops and cargo transports built by the thousands during the war years. Then, it seemed a Biblical passage kept popping up: "Though I am able to speak the languages of men and even of angels, but if I do not love, my speech is no more than a noisy gong or a clanging bell."

The ship's bell! The steeple of his church had never had a bell. Why not try?

First, he wrote the Navy, which suggested that he write to the Maritime Commission, since the ship had not been a Navy vessel. He learned from the Maritime Commission that the "William T. Barry" was in the Fleet Reserve at Mobile, Ala., and would soon be disposed of.

He wrote to Mobile, telling them of his desire for the bell, and the Fleet Reserve responded that such artifacts were sometimes made available if the use would be appropriate, which Mayberry's seemed to be. He asked them to authenticate the bell as being from that particular ship, which they did. By this time, the ship itself had been given to the State of



Harrison, Ark., FSS specialist Walter Mayberry kneels on the roof of St. John's Episcopal Church with priest Jim Petersen and a 122-pound Liberty ship bell Mayberry obtained, as carpenter Hank Rogers waits to install it. Photo by J. B. Dunlap, Jr., Harrison Daily Times

Alabama to be towed out and sunk off the coast as part of an artificial reef, but the bell was not aboard—it was being stored in Beaumont, Tex.

All Mayberry had to do was pay the shipping charges, which he did, although he didn't even know if the bell would be suitable for the church. "The bell turned out to be a wonderful bell," he said. It was about 18 inches high and wide and of solid brass, but it took about two days to clean off the layers of gray marine paint.

It was all accomplished in good time, for this ship's bell pealed again for Easter in the heartland of America, a long way in time and distance from those days on the North Atlantic.

## A LOT OF HOT AIR

When orders came to set thermostats back to 68 degrees during the colder segment of the energy crisis, the Lovelock, Nev., FSS had its own crisis. In their old and poorly insulated quarters and with a poorly located thermostat, personnel of the station found it a little too cool for comfort.

A little ingenuity solved the problem without consuming any extra energy. Chief James M. Gruhn and Airway Facilities personnel came up with the idea of installing a fan near the ceiling in the wall

separating the equipment room and the operating quarters. Wired at half speed, the fan tapped the exhaust heat generated by the electronics equipment and transferred it into the next room.

Reno local coordinator Jim Leckie reported the idea worked so well that the heating system never came on at all during the day during the first two weeks when the outside temperature was below freezing.

It was a real cool idea.



**BON VOYAGE . . .** If you can't make it to Europe again this summer and you wonder how other people do, let me call your attention to a survey FAA did of international passengers at Washington's Dulles Airport recently. It showed that "housewives" and "students" are the two major occupational groups traveling overseas from that airport. They constituted almost one-third of the total. In third place, incidentally, was the "civil servant," which should be you and me but hardly ever is.

**NO TRADE INS . . .** FAA oldtimers and retirees might look around their garages and attics for tires from a Spad 13, Fokker D-7 and airplanes of similar vintage. The Smithsonian's National Air and Space Museum says it's having a difficult time finding tires for antique aircraft especially those from World War I and preceding years. The reason: aircraft tire manufacturers don't have the molds for the old treadless tires used on those aircraft anymore. So the Smithsonian has to depend on innovation—like shaving standard tires—and on a little help from its friends.

**DON'T BOTHER TO KNOCK . . .** Recent selection of North Philadelphia as "tower of the year" has brought to light the very interesting experience of tower chief Pete Pellegrino after fire destroyed his facility in January 1973. For more than a month following the fire, Pellegrino operated out of the ladies room of a near-by building where he divided his time between administrative duties and greeting rather surprised and anxious-looking females. The experience led one staffer to paraphrase Winston Churchill by observing: "Never has one held so much power over so many who needed to go." The staffer will remain anonymous for obvious reasons.

**HIGH HOPES VS. LOW BID . . .** The old adage about the early bird getting the worm doesn't necessarily apply when one is dealing with a government agency. For example, Harold Brown of the Bismarck, N.D., Tower reports that a Colorado woodpecker has been working on the tower "I" beams, perhaps knowing that the structure is scheduled for demolition when a new tower is completed later this year. Apparently, no one out there has the heart to tell "woody" that all his work may go for naught. Under GSA regulations, he'll have to bid on the wrecking job like everyone else.

## Word Search Answers



### HAVE YOU MOVED?

We miss your readership! If FAA WORLD has not kept up with the pace of your job mobility or computer gremlins have fouled up your mailing label, now is the time to make a correction.

Fill out this form with your new address and social security number, and glue, tape or staple the mailing label in the old address space below. If you haven't been receiving the magazine at all, fill in the last address at which you did receive it.

Mail the label to the appropriate regional office indicated on the bottom of the inside front cover of this issue.

#### NEW ADDRESS

S.S. No. \_\_\_\_\_  
Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_

#### OLD ADDRESS

Name \_\_\_\_\_  
Street \_\_\_\_\_  
City \_\_\_\_\_  
State \_\_\_\_\_ Zip \_\_\_\_\_

**LABEL**



DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

Washington, D.C. 20591

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE, \$300

Address Correction Requested

Postage and Fees Paid  
Federal Aviation Administration  
THIRD CLASS BULK MAIL  
DOT 515



*A Piper PA-18 floatplane begins its takeoff run on Lake Hood in Anchorage, Alaska, the largest floatplane base in the United States.*