

JUNE 1975

FAA WORLD

Service to Man in Flight



REFLECTIONS OF THE PAST



Federal Notebook

THE LAST CHAPTER AT HAND

The U.S. Court of Appeals for the Sixth Circuit has upheld the U.S. District Court for Eastern Michigan on the constitutionality of taxing the 7 percent retirement contributions of Federal workers. The U.S. Tax Court had previously rejected the suit of the National Treasury Employees Union and the National Assn. of Letter Carriers. The two unions have declared their intention to appeal to the U.S. Supreme Court.

PAY INCREASE STILL OPEN

The Senate Budget Committee did not include any proviso for restricting Federal comparability pay increases to 5 percent in adopting its Federal budget ceiling, as did the House Budget Committee. This leaves open the chance that Congress may not agree on a limitation and then would reject a Presidential alternate proposal in September. Based on pay comparability, it is expected that an 8 to 9 percent increase would be due. ■ The Senate also did not recommend a ceiling on annuity cost-of-living increases, although the House committee voted a 7 percent ceiling but only for Fiscal 1976, which would not take into account the 7.3 percent increase last January. ■ Rep. David Henderson (NC) has introduced a bill that would abolish the 1 percent added to cost-of-living increases for retirees, but would make up for it by guaranteeing that adjustments would come in two months after qualifying for them instead of the present five months.

DOUBLE PENSIONS

The House Ways and Means Social Security Subcommittee is expected to hold hearings on a bill to of-

fer Federal employees the option of paying into the Social Security system for its coverage in addition to Civil Service retirement benefits.

UNISEX GUIDELINES

The Civil Service Commission has developed new guidelines on absence for maternity reasons to eliminate distinctions between leave of a pregnant employee and one with any other temporary disability. Whereas former guidelines cite 14 weeks absence, no time is now specified. Formerly, advance sick leave requests were recommended for denial usually, but the new guidelines do not mention the subject, saying that the same leave policies, regulations and procedures should apply as are applicable to requests for leave generally. The old guidelines carry no assurance of continued employment during or after absence for maternity reasons. The new ones state that the agency is responsible for assuring continued employment in her position or one of like seniority, status and pay. Finally, what's in a name? The old guidelines are entitled "Maternity Leave." The new guidelines chapter is entitled, "Absence for Maternity Reasons." The guidelines also recognize absence for paternity reasons.

FREE SPEECH

Sen. Edward M. Kennedy has introduced the "Federal Employees' Disclosure Act" to amend the Freedom of Information Act. The bill would permit Federal employees to make public information available to the public without agency retaliation. ■ Complementing the Kennedy bill is one introduced by Rep. Pat Schroeder (Colo) that would give employees the right to an evidentiary hearing by an impartial individual prior to firing or suspension without pay.

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The cover: For flight inspection, the DC-3 is a vanishing breed. Having served the agency well in that capacity since 1948, the "Gooney Bird" will be phased out in 1976, as the last Sabreliner goes operational for flight inspection. —Photo by William Pitchford



Surface Our Problems

In the Federal Aviation Administration there is only one place for problems. That is out in the open where they can be faced and solved. This is because the problems we know about are not really problems at all, but rather challenges that can be met and overcome.

It's the ones we don't know about, the ones that haven't been recognized yet, or the ones that someone has spotted but neglected to say anything about that can hurt. These problems can't be solved until they surface. And it is our job—my job, your job, everybody's job—to make sure they do surface.

It means being alert to possible problems or existing problems and, when we spot one, saying "Hey, we'd better do something about this." It also means listening to others, because often they can help us spot problems.

We have been doing this in such programs as the first Biennial Airworthiness Review Conference held last December (quick action on 221 NPRMs that were not in dispute and now, six months later, the completion of the issuance of NPRMs on the others) and in our listening sessions and our consultative planning sessions. And we will do more, both in listening and consultative planning sessions, as well as in the first Biennial Operations Review Conference next December.

But we shouldn't limit our listening to these formal forums. We should also be listening on an informal, day-to-day, person-to-person basis.

The agency has recently been accused of dragging its feet on some issues and acting too hastily on others. While I welcome criticism, because it can be constructive and we can learn from it, I categorically reject charges that we have been lax on safety. I think our safety record is one we can be proud of.

But we cannot rest on our laurels. And, particularly with the advent of the new immunity program and the help it will give us in spotting problems, we must make sure that no existing or potential problems slip by unnoticed or uncorrected. For in our line of work, what we don't know can hurt us—and others.

James E. Dow
JAMES E. DOW
Acting Administrator

CHANGE OF ADDRESS: FAA employees should send their changes of mailing address for FAA WORLD to the control point in the region or center where they are employed: AAC-44.3; AAL-52.1; ACE-20; AEA-20; AGL-13; ANA-14; ANW-14.7; APC-52; ARM-5; ASO-67.1; ASW-47A.7. Headquarters employees, AMS-112. You should not send change-of-address information to Washington. If you are changing your address to another, you should submit your change of address to the region or center where you are moving.

CHOPPER COPPERS



In Detroit, safety in the skies means safety in the streets, as well, where the police department's "chopper coppers" have organized a most-efficient aviation unit with the assistance of the FAA.

Its value has been demonstrated time and again. Not long ago, for example, a stolen car sped down the city's streets with patrol cars in hot pursuit, until a collision halted the chase. The police captured the stunned driver, but his companion fled into the night. The police gave chase on foot and radioed for assistance.

One Alpha, the department's designation for its fleet of 47G Bell Helicopters, was already airborne on patrol; in seconds a chopper was hovering over

the fleeing criminal. Pilot John Quinn flipped a toggle switch on his "instant daylight" searchlight, and the criminal froze and was quickly apprehended by the ground unit. The thief's only comment upon arrest was, "I don't know what they've got up there, but they aren't going to use it on me."

What the police had up there from its Aviation Operations Section was the latest in a 45-year history of recognizing the value of aviation in its work. It began unofficially in 1929 when two adventure-some Detroit policemen, William Veach and Vern Bowen, purchased a Curtiss two-seater for patrol. They supplied the airplane, fuel and maintenance, and even had to sign papers waiving all rights to

FSDO chief Russ Bivens (left) and accident prevention specialist Carl Borchers (right) discuss ground instruction of police pilot candidates with officer Al Hudson.



Detroit general-aviation inspector Martin Oosta (right) discusses a patrol helicopter's Nightsun searchlight with chief instructor pilot John Quinn. The device delivers 3.5 million candlepower in a 50-foot circle of "instant daylight" from a 500-foot altitude.

police insurance and benefits if they came a cropper.

By 1965, the police force began budgeting for renting Cessna 172s, which proved invaluable during civil disturbances in 1967 and 1968.

Following that, with the aid of the FAA and a \$230,000 Federal grant, the Detroit police set about the task of organizing the present unit. In 1971, they leased two helicopters and a Cessna 172, but their need soon justified the purchase of the aircraft.

Now, the Aviation Operations Section serves the city daily from 10:00 a.m. to 2:00 a.m. on overlapping two-hour scheduled patrols. The fleet consists of six patrol helicopters, one Cessna 172 and one training helicopter. Three police officers, licensed as A&P mechanics, keep them airworthy.

Carl Borchers, accident prevention specialist for southeastern Michigan, and Sidney Stone, general aviation operations inspector from the Flight Standards District Office at Willow Run Airport, were instrumental in insuring that the Aviation Operations Section got started properly. Letters of agreement were drawn up with the Detroit City Tower—the base of operations for the unit—and the Detroit Metro Tower to facilitate operations within the metropolitan area. "This spirit of cooperation now insures that an airborne unit is never more than 90 seconds from the scene," says Borchers. The unit's operations manual, penned under the supervision of FAA, states that "In the event emergency or priority handling is indicated, other IFR traffic shall be restricted or delayed."

All members of the aviation unit serve a minimum of three years on the force before being considered for flight duty, with the exception of four former military helicopter pilots. Officer Al Hudson, also an accident prevention counsellor, runs the ground

school, and his students have averaged 90 percent on written FAA exams. Though not required by the agency, the unit has established its own stringent check-ride requirements. Pilot Quinn, in addition to being chief instructor pilot for the flying officers, is an FAA helicopter pilot examiner. He makes certain that the unit's 20 pilots receive a check ride every 30 days. He explains, "By requiring this, we can maintain the unit's standardization of operation and insure the continued safety of our operation."

This police aviation unit belongs to the Airborne Law Enforcement Association, a group of Michigan police departments that utilize aircraft in police work. Borchers believes regular meetings provide a great forum for FAA participation and the communication of the aviation safety message. "I've attended each of their meetings to discuss trends in helicopter accidents and to exhibit helpful films. If they have a chance to see what others are doing wrong, it might prevent a future mistake." The films stress training and cover such matters as autorotation, sudden power failures, landing in tight spots and landing close to squad cars.

Detroit's plans reflect confidence not only that the police aviation unit is here to stay but that the need and use for it will increase. A municipal helipad is planned for Detroit City Airport, and jet helicopters will be ordered on final approval because of constant demands for medical evacuation and transportation of the injured.

Thanks to a forward-looking city government intent on providing up-to-date tools of law enforcement and the cooperation between the FAA and Detroit's police Aviation Operations Section, a common goal has been achieved: safety—in the skies and on the streets.

—Story and photos by W. E. Holtsberg, Jr.

DIRECT LINE



Q. I have two questions relating to the Second Career Program for controllers: (1) An employee has two years as a controller, then resigns and draws out his retirement fund; later, he is rehired. Under PL 92-297, what percentage is he entitled to at age 50 if he has a combined service of 22 years, the second period being 20 consecutive years of ATC? (2) For 20 years, the employee was an ATCS covered under PL 92-297. For two years, he held a staff position. This totals 22 years of government service. Could the employee retire at age 50 with the same annuity as in question one? Both questions are based on not repaying the retirement fund for the first two years.

A. Under the first question, you are entitled to a 50 percent annuity. An employee who completes 25 years' service as a controller in a covered position or has completed 20 years' covered service and is 50 years of age is entitled to an annuity. That annuity will not be less than 50 percent of the employee's high three years' average annual salary. The answer to your second question is the same—a 50 percent annuity. An employee, age 50, must only complete 20 years' service as a controller actively controlling air traffic to be eligible for a minimum 50 percent annuity. He does not have to be in a covered position at the time of application for retirement.

Q. What is the importance of "Repromotion Priority Lists"? Due to reclassification of my present position in April 1973, I was demoted from GS-9 to GS-8 in a temporary position. My name was recently sent to a selecting official for consideration in filling a GS-8 position for which I am qualified. I was assigned to that same position as a GS-9 for 2½ years, 10 years ago, with basically the same duties. Without making a selection from the list for that vacancy, the list was returned to the regional Manpower Division, with no explanation for the rejection. Now, I am losing my saved pay.

A. The purpose of repromotion priority consideration is twofold. Any employee demoted without misconduct or

inefficiency and not at his own request is entitled to be considered for repromotion to any position for which he qualifies prior to advertising the vacancy under MPP. The affected employee's name is referred to the selecting official before anyone else is considered. If he's not selected and the employee bids on the vacancy announcement and is again not selected, the selecting official must document his reasons for non-selection for the record. A repromotion priority candidate may be repromoted to his former grade without competition under the MPP. In essence, the repromotion priority consideration program guarantees prior consideration, not selection.

Q. Why has it become so popular to fill facility chief positions with younger crackerjacks, who have little respect and love to dish out orders to us older assistant chiefs who have forgotten more about air traffic control than they will ever know? Don't you think experience is worth more than a sassy, cocky 38-year-old chief?

A. Selections for facility chief positions are made on the basis of merit. Experience is one of the factors used in selection, but diversity of experience, both functionally and geographically, generally carries more weight than strictly length of experience. In the final analysis, the total abilities and capabilities of the candidates are considered, not experience alone.

Q. Many of us oldies have accumulated annual leave up to 90 days. So, when we retire, we get a tidy payoff for this leave. Why isn't this sum included in the average annual salary?

A. Average pay is defined in Section 8331 of Title 5 of the U.S. Code as the largest annual rate resulting from averaging an employee's rates of basic pay in effect over any three consecutive years of creditable service, with each rate weighted by the time it was in effect. When amending the retirement laws in 1969, Congress did not provide that anything other than basic pay could be used to determine the average Hi-3 salary. The Civil Service Commission further states that "a lump-sum payment covering accrued and accumulated leave is not considered as pay for retirement purposes."

Q. I was recently selected as a Local Coordinator. Being a chief of a facility, I have enough to do without this added burden. Don't you think the FAA should either pay us extra for this or do away with the program?

A. Former Administrator Butterfield, in a letter dated June 14, 1974, addressed to all regional directors, asked them "to re-examine the Local Coordinator's role in your region to determine if he is receiving the attention, support and recognition warranted." He added that "in certain cases, you may elect to relieve Local Coordinators of those routine jobs that can be delegated elsewhere so they can concentrate more effectively on this vital function." Your designation as an LC is detailed in FAA

Order 1100.72B. Paragraphs 6 b and c state "Local Coordinator functions shall generally be performed as part-time additions to regularly assigned functions. Additional functions may be assigned to the Local Coordinator by the regional director. Where such additional functions generate a requirement for increased funds, personnel or space, normal procedures will be followed." In light of this, we suggest you bring your problem to the regional director's attention. Unofficially, we trust most Local Coordinators are enthusiastic about their appointment and realize that it provides them with a unique opportunity to broaden their experience as managers. A Local Coordinator, in other words, has the opportunity as well as the obligation to meet a variety of aviation and community leaders, to work with media representatives and to stand out as the FAA spokesman in his community. Some people relish such an opportunity.

Q. Supervisors at our facility recently had a party, inviting no one but supervisors, although they have always been invited to our controller parties. Don't you think this was poor public relations?

A. Generally speaking, FAA management as a matter of policy does not concern itself with the off-duty social activities of its supervisors or employees. Although none of us lives in a perfect world, FAA management hopes that the normal human courtesies are observed in our day-to-day relationships.

Q. In my communications with electronics technicians from other regions, I have found out that they sometimes no longer have B-2 telephone availability. Often, all they have is random telephoning of employees until a technician can be located. I have read that Travis Mills, Civil Service Commission assistant general counsel, has ruled that an employee is not required to perform telephone availability without being paid and that he can't be disciplined for refusing to do so. Why are ETs and Flight Standards field office inspectors still required to stand this duty?

A. We are aware that it is sometimes very difficult to have your activities restricted during times other than working hours; however, the nature of much of FAA's work is so critical that people must be immediately available to handle emergency situations. The necessary actions cannot be delayed until the next working day nor would it be practical to require someone to remain at the facility round-the-clock simply to wait for emergencies. Agency Order 6030.31B, "Restoration of Operational Facilities," states agency policy and establishes guidelines for identifying the level of response required for restoration of facilities by Airway Facilities Sector personnel. These levels are determined on a facility-by-facility basis in accordance with air traffic operational requirements and vary between the extremes of delayed response (next tour of duty) and immediate response, depending on the actual critical need, as determined by each region. On the matter of the inspectors, we asked your region to check

to assure that telephone availability was being handled in the least-confining way possible. The region indicates that the schedule is for approximately one week in every three to four months and that the employees do not have to stay at home but must be able to be reached by telephone or paging device. The comments by Mr. Mills on the subject of telephone availability were specifically stated as his personal opinion and not that of CSC. The commission has never issued any regulations barring the use of telephone availability. There is currently no legal authority for FAA to pay for this service; however, we have tried a number of times to have legislation introduced to provide for such payment, and we shall continue to do so.

Q. The agency has a stated policy of equal pay for equal work but does not adhere to it. We perform at the same level as the other Level III terminal facilities in the country, yet the other facilities have GS-14 assistant chiefs, and we have GS-13s. There is talk of downgrading the GS-14s, but this still won't equalize it, since the former GS-14s will still be making a lot more than the rest of us who never got our upgrade to GS-14.

A. We assume you are referring to the fact that some terminal assistant chief positions are having to be downgraded following a review of their positions under the Supervisory Grade Evaluation Guide. The general agency policy when downgrades occur because of classification errors is to set the employee's rate so that he will suffer the least possible salary loss. We realize that this may seem unfair to employees who were not originally promoted; however, we also have to give consideration to the effects of the actions on the employees who are being downgraded. At the time the positions were originally established, there was no reason to believe that promotions to them would not be permanent. They were made in good faith, and any demotions that may now have to be made are in no way related to the performance of the employees involved. We do not believe it would be right to make them bear a salary cut in addition to the downgradings in any cases where the CSC will permit us to do otherwise. We feel that this determination on salaries results in the least hardship to the greatest number of employees.

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's it's all about.



Using an airport model, Transportation Security program manager Richard F. Millan explains the development of an airport protection plan to foreign students (from left): Philanjani Mamba, deputy chief of the Royal Swaziland Police; Hok Moeng, at the time, manager of Phnom Penh Airport in Cambodia; translator Rene De LeCain, State Department; and the then assistant chief of air navigation at Phnom Penh Airport, Sun Sisamuth.

parts of the world as far back as the 20s and 30s, the first successful hijacking in the United States took place in 1961. Sporadic hijacking continued through the middle 60s, until 1968 saw a dramatic jump to 22 attempts and 1969, 40 attempts.

The FAA was given the task of doing something about it. Piracy of ships and other modes of transportation had taken place for many centuries, but the airplane presented a new dimension, requiring different solutions from those that had evolved in earlier eras. The important difference was that once an airplane was airborne, it could not stop, heave to or perch on a cloud and be boarded during a flight. The airport was the only site for boarding.

Early in 1972, the FAA issued rules that required the airlines and those airports that serve the airlines to develop security programs to prevent the potential hijacker from boarding aircraft as a passenger or an employee. Since the effective implementation of this program depended on the actions of thousands of airline and airport employees, it was apparent that some form of specialized training was needed.

Later that year, an Aviation Security Training

Program was started by the Office of Air Transportation Security with Richard F. Millan, air terminal security specialist, as program manager. Millan and security specialists from several regions met at the Transportation Safety Institute to begin course development.

Three basic areas of instruction were included in the course: Passenger Screening Methods, Aviation Explosives Security and Physical Protection of Aviation Facilities. To insure an understanding of the total program, workshops place the student in the shoes of the typical passenger or airport manager, as well as in security positions. Other student work projects examine bomb-threat management and bomb-damage control. The care and use of metal detectors and x-rays are covered, along with other aspects of physical security, like fences, alarms and the terrain surrounding the airport. The dynamic service systems that channel baggage, air freight, fuel and food through the airports and onto the aircraft are examined to determine if they provide the required protection without causing unnecessary delays. Security planners are continually faced with developing security systems that both protect the industry and allow it to operate at a jet-age pace.

The security methods developed by what is now the Civil Aviation Security Service and reflected in the Transportation Safety Institute course have had a remarkable degree of success. While hijackings and other forms of aerial piracy continue to occur in other countries throughout the world, there has not been a successful air carrier hijacking in the United States for over two years. Any more of a testament isn't needed.

WHERE SECURITY BEGINS

The remarkable record of combatting aerial hijacking in the United States is due in no small measure to the Transportation Safety Institute at the Aeronautical Center.

In the little over two years since the launching of the Aviation Security Training Program, more than 1,000 FAA security specialists, airport security officers, Federal law enforcement officers, military and aviation industry representatives and students from foreign countries have been graduated. Each, in turn, took back the techniques to train thousands of others working at airports.

Since the earliest days of aviation, the airfield has acted like a magnet to attract people. Whole families would bring a picnic lunch and spend the day watch-

ing the flying machines. As commercial aviation grew, fewer came to gape and more came to conduct business and board the flying machines. Also as aviation grew, so did the value of facilities and equipment. The combination of big money and the presence of throngs eventually attracted the criminal, particularly the aerial pirate.

Some people have categorized the American hijacker as a homesick Cuban, an extortionist or a political dissenter. Although many have fallen into these categories, there are also the psychotics, the escaping criminals and the political refugees. What is common to all is that they threaten life and property.

Although acts of aerial piracy occurred in other

Walter O'Connor, assistant program manager (standing, third from left), monitors students participating in a passenger-screening workshop.



NEW OCTET—Great Lakes Region Director John M. Cyrocki greets region's Federal Women's Program Committee at its first meeting. Left to right: Sheila Agnew, Medical; Adamy Martinez, Logistics; Verna Hemmersbaugh, AT; Jeanne Perrion, Civil Rights; Rita Teague, AF; Jeanne Koschnick, Manpower; Alvera Fallon, Airports; and Dorothy Peterson, Com Center. Not shown are Ruth Powell, Management Systems, and Marilyn Melligan, Flight Standards.



UNDERSTANDING EMPLOYER—The Alaskan Region was named the 1974 Employer of the Year for Handicapped Persons by the Alaska Rehabilitation Assn. Nancy Stewart, Manpower, shows plaque to Regional Director Lyle K. Brown (left) and George B. Woodbury, Jr., Manpower chief.



CAGED TOGETHER AGAIN—It took several months after Leo Jarvis (right) went to work at the Yakima, Wash., Tower, where Bill Smoke was ensconced, for the two of them to recall why the other's face was familiar. It turned out both were bomber pilots shot down in World War II and had the dubious pleasure of tenancy in the same two German prisoner-of-war camps.



FACES and PLACES

RECYCLING IDEA—The Suggestor of the Year is Harold G. Owens of the National Communications Center in Kansas City. He suggested a way of using salvage surplus FAA equipment in his own digital logic circuitry design for all Service "B" Data Interchange System, permitting its use with the ICAO message format. Leon H. Turk, NATCOM deputy chief was first runner-up; Troy L. Niles, FAA Depot electronics technician was second runner-up.



X-RATED AWARD—Don Gillam, president of Chapter 261 of the Experimental Aircraft Assn., presents an inscribed plaque to Henry M. Wood (right), principal maintenance inspector at the New Orleans GADO, for "his superb guidance and assistance and his many contributions to safety."



SAFETY'S HIS GAME—In recognition of his distinguished service in the promotion of aviation safety, Acting Administrator James E. Dow (left) receives the Flight Safety Foundation USC Award from Dr. Harold A. Sherman, foundation president, at a recent FSF Corporate Air Safety Seminar.



THE CHAIRMEN—Five New England local coordinator chairmen met to discuss goals and objectives of their committees with the new regional director, Quentin Taylor (right). From left are Jack Ryan, Maine; Ralph McDonald, Boston-Eastern Mass.; Ray Roschbach, Conn.-Western Mass.; Don Turner, New Hampshire-Vermont; and Paul Kelleher, representing Rhode Island-Southern Mass.



OUTSTANDING—Sterling Foxworth, a computer operator at NAFEC, was selected as the Outstanding Handicapped Employee of the Year for 1974. Then Administrator Alexander P. Butterfield presented a plaque and cited him for his courage and determination in moving ahead in his career regardless of the odds.



FORMER WORK RECOGNIZED—James T. Murphy, Director of the Metropolitan Washington Airport Service, worked himself out of a job and was praised for it. John Couturier (right), executive director of the National Civil Service League, presents the 1974 Career Service Award to Murphy (second from left) for his work as Director of Air Transportation Security. Observing are Under Secretary of Transportation John W. Barnum and Mrs. Murphy.





A fascinated audience of Cleveland guidance counselors listens to James Joyce, Cleveland FSS assistant chief, describe the process of weather briefings.

Today's EEO for Tomorrow's Careers

"Our EEO program is more than just an affirmative action plan; we take a community action approach to get everyone involved," said Frank Krasinski, Cleveland Airway Facilities Sector chief.

What Krasinski was talking about was a school guidance counselor-FAA seminar developed through the cooperation of all Cleveland facilities. Gathered with some 40 counselors were the tower chiefs from Cleveland Hopkins, Burke Lakefront and Cuyahoga County Airports; sector chiefs from the Cleveland Center and hub AF units; the GADO, EMDO, FSS, ARTCC and security chiefs; and a representative from the Airports District Office.

The counselors toured the Hopkins Tower and FSS and then discussed the agency and its workforce. Since each counselor is responsible for guiding 400 students on a directed career course, the seminar was seen as indirectly exposing more than 16,000 high school students to the opportunities in aviation and in the FAA. The communication of

these ideas will actually be progressive, for the career information is expected to filter down from the students to friends and parents. As a result, the benefit will not only be to FAA recruitment but to the students themselves by encouraging them to stay in school.

Tom Jones, Hopkins Tower chief and an area local coordinator, noted: "It became readily apparent that all Cleveland facilities had two similar items on their EEO action plans—to promulgate the FAA story to minorities and to establish a rapport with minority group leaders." The facilities had discovered that it would be advantageous to work together and present a unified front in telling that story. A steering committee was established from all facilities to help accomplish all EEO goals.

The obvious place to begin was with the students, who soon would be searching for a fulfilling career. Fred Collins, Cleveland AFS, and Anthony Stewart, Cleveland FSS, EEO action committee chairmen, set up this first counseling seminar with Dr. Wanda

Green, Director of Supervisors of Guidance for Cleveland.

"Our main goal with the seminar was awareness," said Collins. "If we could communicate an occupational promise for the future to the kids, through their counselors, then perhaps they might stay in school and prepare themselves for an aviation career. But first they have to know such opportunities exist."

The seminar, which is expected to be repeated at the Cleveland Center, is only one aspect of the Cleveland FAAers' EEO communications activities. The FAAers often spend days off at high school career days or make calls on civic minority organizations, such as the NAACP, to explain FAA's mission. They also have been consulting with the Cleveland Board of Education on the Aviation Technician School at the Burke Lakefront Airport.

This community-action approach takes a lot of planning and repeated contacts to produce results in aviation that will not be realized for years, but those results are confidently expected.



The technician's role is explained to counselors by James D'Agati, radar/ARTS chief at the Cleveland AFS.

WORD SEARCH

By Great Lakes Public Affairs Staff

Here's another chance to have a go at puzzling out hidden words. This time, it's the names of famous and not-so-famous air carriers. All the names are from the World Aviation Directory. The words or acronyms 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 name "Qantas" has been circled to get you started. When you give up, the answers may be found on page 19.

AIRLIFT
AIR MIDWEST
ALASKA
ALITALIA
ALLEGHENY
ALOHA
AMERICAN
ASPEN
BOAC
BRANIFF
BRITISH
BROWER
CASINO
CHINA
CONDOR
CONTINENTAL
COOK
DELTA
DIXIE

EAGLE
EASTERN
FINNAIR
HUGHES
HAWAIIAN
IBERIA
IRISH
JAPAN
KEY
KLM
KODIAK
LOT POLISH
MOHAWK
NATIONAL
NORTHWEST
NORTHEAST
OZARK
PAA
PAGE

PAN AM
PIEDMONT
PSA
QANTAS
RIO
ROSS
SABENA
SAS
SATURN
SEA BOARD
WORLD
SEMO
SWIFT
TRANS MO
TWA
UNITED
VARIG
WIEN
WORLD

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

Photos by Neal Callahan



Gene Sims, Cuyahoga County Airport Tower chief, fields a question from counselors attending the EEO seminar.

Jan Carrere demonstrates the usual position for the life-saving Heimlich Maneuver on her husband, John, of the Honolulu Tower.

A BEAR HUG THAT CAN SAVE LIVES



The Heimlich Maneuver is not something practised in a Buecker-Jungmeister over open countryside. It's a stunt done on the ground that can save a life. If you don't know about it, it's time you learned.

Jan Carrere, wife of Honolulu Tower's John Carrere, was lunching at a Waikiki hotel restaurant, when the woman next to her began choking and gasping for breath. Many bystanders often mistake such behavior for a heart attack, as they did earlier in the case of flight check pilot Sam Lahr, and watch helplessly. Lahr died choking on a piece of food.

Mrs. Carrere knew exactly what was happening and what to do about it. Using the Heimlich Maneuver, she dislodged the piece of food choking the woman. On the very evening that her story appeared in the *Honolulu Star Bulletin*, Honolulu Tower controller Fred Arthur was dining with fellow controller Ed Groth and his wife, when he choked on a piece of meat. Remembering the newspaper story, Groth applied the Heimlich Maneuver and ejected the meat caught in Arthur's throat.

What both of these rescuers knew was a technique that suddenly forces out the air trapped in the victim's lungs. A choking victim, while conscious, cannot speak. He turns pale, then blue or black and is in great distress. Mouth-to-mouth resuscitation only makes matters worse by driving the obstruction deeper into the windpipe. According to Regional Flight Surgeon Casimer Jasinski, this is how the Heimlich Maneuver is performed:

- Stand behind the person with both arms around

the waist under the victim's arms. Form a fist with one hand, grabbed by the other, positioned against the abdomen, just above the navel and below the rib cage.

- Apply pressure forcibly with a quick upward thrust. The maneuver may be done if the victim is standing, sitting or draped over the arms.

- If the person is lying down face, perform the same action while straddling the person. If he is on his back, apply force with the heel of one hand below the rib cage.

- With infants, the best position is across one knee, with the infant's diaphragm against the leg. Apply pressure upward along the lower part of the infant's neck.

The Heimlich Maneuver may be used on drowning victims, who should be placed on their sides or face down. One danger of this method, Dr. Jasinski points out, is that the rescuer may apply too much pressure and crack a rib or two. But, he said, "I'd rather take that chance if it means saving my life."

The National Safety Council estimates that 2,750 Americans choke to death each year, but there may be more, since some choking deaths may be blamed on heart attacks. Because of this assumption and the fact that much of the choking is on food, it has given rise to the term "cafe coronaries."

Don't let the next victim be in your circle; practise the Heimlich Maneuver on your family. As Mrs. Carrere says, "It will give you the confidence to act quickly when the emergency arises."

—By George Miyachi

IT'S PARTY TIME!

It's party time, and the man of the hour is Janis Svalbe. The Los Angeles Center environmental technician has a way with an hors d'oeuvre that is nothing short of an art.

Cooking is one of many hobbies Svalbe owns up to, but he particularly delights in creating party-time treats out of his head and his sense of style. He just uses his imagination and rarely a recipe, which makes it difficult to provide you with detailed instructions.

One secret to preparing hors d'oeuvres, Svalbe points out, is to add touches of color with garnishes for an appetizing appearance and to serve on attractively decorated trays. It's just as important, he says, to keep the trays well filled, for nothing is as unappealing as a half-empty tray of tiny sandwiches.

A native Latvian, Svalbe does whip up a family favorite of prescribed ingredients—Pirags. His recipe below, however, does not show quantities of ingredients. Like all his other canapes, Svalbe just dead reckons for the number he wishes to make.

While he wishes he had more time for this particular activity, once he did spend an entire day preparing hors d'oeuvres for a party of 80. Usually, his creations are more modest, just for family affairs.



PIRAGS

biscuit dough
chopped bacon
onion
pepper
pork or ham

Chop and mix bacon, onion and pork. Add pepper and brown in hot skillet. Drain off grease, retaining about two tablespoonfuls.

This mixture can be refrigerated for use at a later date, if necessary.

For immediate use, prepare the biscuit dough and shape into three-inch squares. Fill each square with some of the mixture, roll and seal the ends. Place on baking sheet into 450-degree oven for 10 minutes.

NO NAME CANAPES

Hot:
leftover meat
mustard
Worcestershire sauce
chopped celery

Grind any leftover meat. Add a little mustard, Worcestershire sauce and finely chopped celery. Place mixture on small bread squares; top with a black olive and bake in a 350-degree oven for about 10 minutes.

Cold:
cottage cheese
salt
pepper
mayonnaise

Cut any kind of sliced bread into squares. Scoop a mixture of the above ingredients onto the bread square and garnish with a slice of radish or green onion for color.



AVIATION'S GOT A LOT TO OFFER

"Neat, really neat," the girls echoed each other, referring to their week at the Portland International Jetport Tower. It was what has become a familiar story around the FAA. Take some youth, stir in some aviation and sprinkle liberally with aura and substance of FAA professionalism, and out come some enthusiastic converts that probably will seek careers in aviation.

The girls were Marie Lesieur and Patricia Smith of the Catherine McAuley High School for Girls in Portland, Me. In a program to expose the students to rewarding careers by on-the-spot observation, the school offered "an independent study week" for its seniors. As a result, one of the girls telephoned tower chief John Ryan to ask about the FAA sponsoring two of them for a week's study of aviation at the jetport. Ryan readily agreed.

Through the efforts of Ryan and his controllers, the girls received a full indoctrination on virtually

all aspects of aviation, although Ryan admits it was heavily FAA oriented.

In addition to the students' normal hours, night operations were also covered by them. Briefings included aviation weather forecasting, a visit to the cockpit of a Boeing 727, maintenance of electronic equipment at the tower and around the jetport by Airway Facilities personnel, the Air Crash Rescue Station and a flight in a light plane.

Ryan, who said he "took the girls under my wing," started their week with a complete rundown on careers in the FAA. He noted that the FAA employs more than 6,300 women in a wide variety of jobs. Both girls said they were really "turned on" watching the controllers assist and direct traffic. "There is a lot going on and the controllers sure have to know what they're doing," Pat commented.

Before their exposure to the FAA and aviation, the girls admitted they had no particular careers in mind. "But now, I'm really interested in aviation," proclaimed Pat. Her classmate said, "I was thinking about forestry, but now I'm inclined towards the FAA. It has a lot to offer."

"If you ask me," commented controller John Hatch, who piloted for them, "I think the FAA or aviation will definitely see these girls working in the field. The more they learned about aviation, the better they seemed to like it." When chief Ryan had to report back to the school on the duo, he rated them excellent. "It was a week well spent for them," he said.

It seems all that the FAA has to do to insure tomorrow's staffing is to expose today's youth to the aviation world.

—Story and photos by Vet Payne



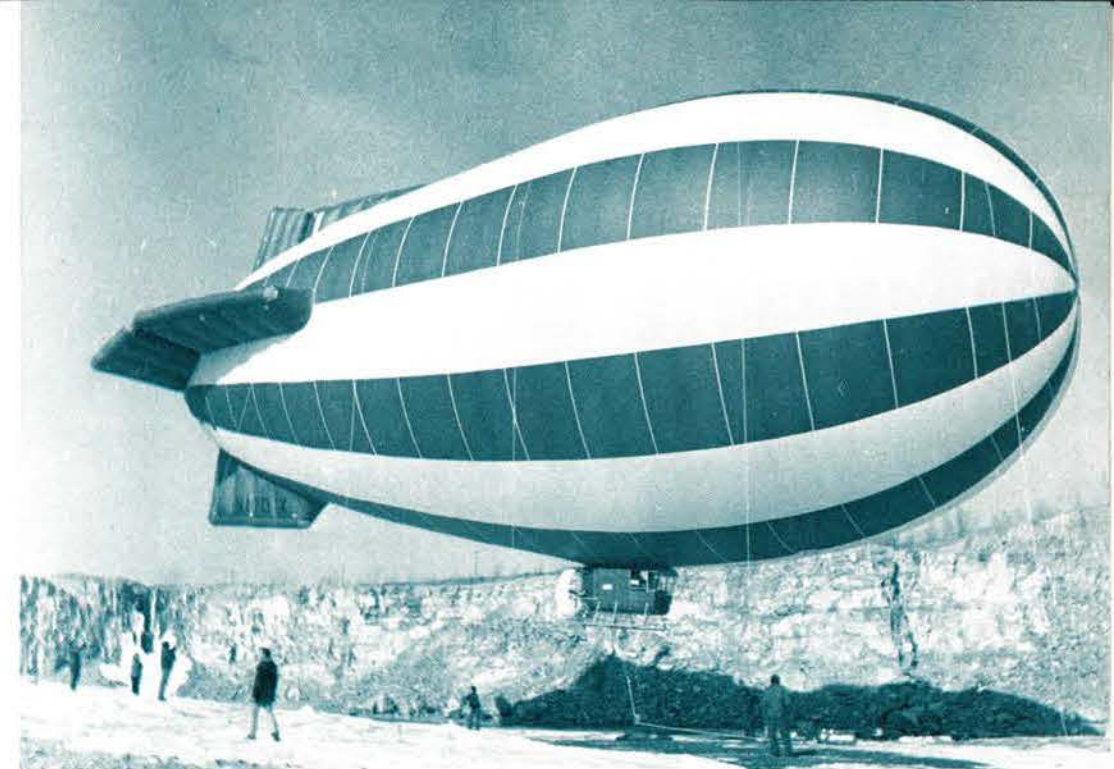
High school seniors Pat Smith (with glasses) and Marie Lesieur are instructed about a light gun by William Chouinard, aircraft communication by Paul Patry and about the rescue station's communications by Lt. Charles Dumond.



A LOT OF HOT AIR

It goes up, up and away and sidewise, as well. One might call it a balloon with a motor and control surfaces, but a hot-air blimp describes it better. Its manufacturer, Raven Industries in Sioux Falls, S.D., calls it the STARship Enterprise, not for any space capabilities but for "Small Thermal Airship by Raven."

It was designed, constructed and flown for an hour and a half on its maiden voyage under the aegis of the Engineering and Manufacturing Branch of Rocky Mountain's Flight Standards Division. Monitoring it were manufacturing specialist Ben



Blythe and Mark Baldwin, chief of the branch. Raven has applied for certification.

Designed to be sold for advertising and exhibition purposes, this first hot-air blimp is a red and white Dacron cigar-shaped bag 120 feet long and 48 feet in diameter. Attached to its belly is a two-man gondola equipped with a 75-horsepower Volkswagen-type aircraft engine. It is steerable by its four stabilizing/steering fins. Filling its 140,000-cubic-foot volume is the job of propane burners that heat the air to provide lift for a 400-pound payload. The balloon is rated for a 5,000-foot altitude. —By Al Barnes

HEADS UP

ALASKA

Marion J. Figley has been selected as Resource Program Control Officer in the regional office . . . The new assistant chief of the Bethel FSS is Danny Truesdell.

CENTRAL

Selected as an assistant chief of the Des Moines, Iowa, FSS was Norman Baker . . . James Hedgecock got the nod as assistant chief at the Lincoln, Neb., Tower . . . At the Lincoln FSS, Walter Pierson has become assistant chief . . . Don Peterson is the new chief of the Grand Island, Neb., Tower . . . Larry

Hill and George Russell have been named assistant chiefs at the Omaha, Neb., Tower . . . Jack Langston was selected as the deputy chief of the Kansas City, Mo., FSS . . . Melvin Martin at the St. Louis FSS, Eugene Olsten at the Cedar Rapids, Iowa, Tower and Lyle Grell and Robert Pearson at the Sioux City, Iowa, Tower all became assistant chiefs.

EASTERN

Angelo Viselli was selected to be chief of the Washington ARTCC. He was deputy chief of the Chicago Center . . . The new chief of the JFK International Tower is Peter Bernhard, who was assistant chief, Operations Branch, Air Traffic Division . . . Replacing Bernhard is William Thelen, JFK deputy chief.

GREAT LAKES

The new chief of the Youngstown, Ohio, FSS is Martin McDonald . . . Dave Strachan has been selected to be deputy chief of the Dayton, Ohio, FSS . . . The Columbus, Ohio/State Tower has a new

chief in George Acres . . . Selected as chief of the Duluth, Minn., RAPCON was Roger Gaultitz . . . Named chief of the Youngstown, Tower was Robert Powell . . . Gayle Farless got the nod as chief of the Marion, Ohio, Tower.

NORTHWEST

Joe Harrell has been selected as the new chief of the Seattle ARTCC . . . George Allen moves from chief of the Baker, Ore., FSS to chief of the Spokane FSS . . . Ken Larsen, assistant chief of the Boeing Tower, takes the helm of the Walla Walla, Wash., Tower . . . Dale Realph was promoted to chief of the Boise, Ida., FSS . . . The new SFO chief at Boeing Field is Bob Erlien.

WESTERN

Jay Olson and Don Green are new assistant chiefs at the Santa Barbara, Calif., FSS . . . Addison Reynolds is aboard the Santa Monica, Calif., Tower as its new chief . . . Santa Monica gets Monte Bradford as a new assistant chief.

WHAT A WAY TO GO!

That's not a human fly, and he's coming down, not going up. Controller Lester Luckfield is demonstrating how to get out of a tower in a hurry.

People observing the activity at San Diego's Lindbergh Field recently might have bet that proficiency training for mountain climbing was going on. Even drill instructors at the adjacent Marine Corps recruiting depot stopped to watch in amazement, perhaps wondering how they could incorporate this stunt into their physical fitness program.

Tower controllers are required to have many skills, but mountain climbing isn't one of them. Actually, the Lindbergh crew were being checked out on an escape called a "Sky Genie." Since this type of tower does not have an easy escape system, a 1968 FAA order mandated that such towers be equipped with an appropriate escape system. The Sacramento Tower was the first to take on the Sky Genie. Lindbergh Tower chief Jim Lehman and controller-safety coordinator Jim Peyton reviewed several alternatives and chose this system, which consists of a belt assembly and cable that can be attached to the tower cab railing, permitting the controller to lower himself.

Peyton was checked out in the use of the Sky Genie by the airport fire department with a "cherry picker" bucket assisting. He then developed a training lecture and proficiency quiz, combined with a "hands-on" demonstration. Twenty of the 22 controllers volunteered to make the descent, agreeing that it was worthwhile for establishing confidence in the device.

—By Bob Huber



SECOND LIFE FOR PLANE



A condemned Comanche, salvaged from the Piper Aircraft plant that was hit by Hurricane Agnes, stands on a NAFEC test track, ready to be propelled at a speed of 25 mph in a test of seats and seat belts.

Inside is an anthropomorphic dummy, instrumented to record G-forces that will enable seat designers and aircraft manufacturers to build safer and more efficient seats and restraints. Data obtained in the testing will be compared with that of a mathematical model developed by an FAA contractor to see how accurate the calculations are. The tests will continue through the end of the year.



LEAVE 'EM LAUGHING . . . Can a sense of humor help to make you a better pilot? Dr. Stanley R. Mohler of FAA's Office of Aviation Medicine thinks it can. In a paper entitled "The Psychology of Professionalism," he listed a sense of humor as one of the basic traits common to pilots with accident-free records. Dr. Mohler said a sense of humor is mandatory in pilots because of the many irritants and unexpected problems that routinely arise in daily flight operations. "If the pilot cannot see the humor in the frequent contradictions of daily occurrences, the ultimate outcome can well be frustration and depression," he added. "The safe pilot overcomes tendencies toward excessive emotional reaction to these irritants." The same can be said of driving a car, which is something to remember on your way to work tomorrow.

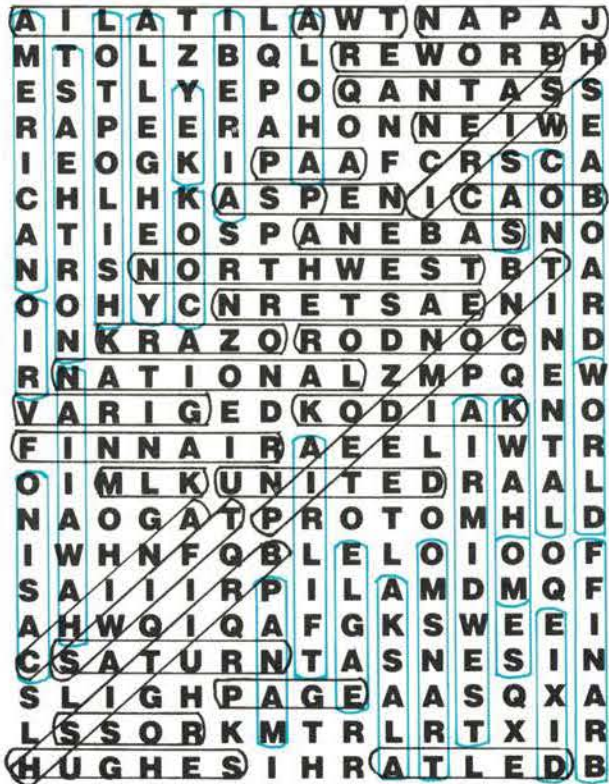
DREAM ALONG WITH ME . . . And since Dr. Mohler's name has come up, we might also mention an article he wrote for the PanAm pilot's magazine on "How to Go to Sleep." In addition to a fascinating description of the Zen Buddhist technique of sleep induction, he also offers some advice of a very basic and practical nature. "In order to be most effective," he says, "sleep should be accomplished with the long axis of the body perpendicular to the gravitational field." Or to put it another way, you should be lying down.

THE ENEMY BELOW . . . FAA can thank its lucky stars it doesn't have jurisdiction over a Canadian country music singer named Cal Cavendish. After the Canadian Government lifted his pilot's license, Cavendish showed his displeasure by performing an "aerial ballet" over the City of Calgary, first buzzing the airport control tower and then several tall buildings in the downtown area. He concluded his performance by dropping 100 pounds of manure on the city along with 100 copies of his latest record. Maybe he was trying to tell us the record was a stinker.

SPELL IT OUT . . . When it comes to coining acronyms, FAA takes a back seat to no one. But every now and then we run across an example from another government agency that is so outstanding that we think some special recognition is in order. Specifically, we're referring here to the acronym for a NASA program to sample the quality of air around the world using special equipment installed in cooperating airline aircraft. The NASA effort is known as the Global Air Sampling Program and, that's right, it's GASP.

Word Search Answer

(Puzzle on Page 13)



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*Geronimo!
Controller trainee Ed
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parachute. He's trying out
a new escape system.
For the details, see page 18.*

