JULY 1975

FAA WORLD

Service to Man in Flight

IN THIS ISSUE

Federal Notebook

HEALTH INSURANCE CHANGES

The Administration has proposed to Congress high-option health insurance coverage for Federal retirees at minimum cost if they are qualified for Medicare coverage. The plan would cost retirees $6.35 a month but would mean an increase of at least 5-10% in the health insurance premiums of employees. ■ Blue Cross-Blue Shield is proposing dental coverage beginning in January. The increased premium for the employee for these benefits would be $7.88. The program would provide x-rays, oral examinations, fluoride treatment for those under the age of 19, cleaning, scaling and polishing, repairs to dentures, fillings, emergency treatment, extractions, nerve treatment, consultation and space maintenance. Orthodontic services and new dentures are not included. ■ The previously reported $10 million in excessive charges by Blue Cross-Blue Shield are now believed to be closer to $17 million. The House Post Office and Civil Service Subcommittee has held hearings on why the Civil Service Commission and the carrier have not resolved the problem.

DOWN THE HATCH

The National Civil Service League is urging Congress to go slow on changes in the Hatch Act, saying that no changes would be better than those in the proposed bill now in the House.

TIME LIMIT COMING

It may be a while before you have to worry about it, but you'd better file for your retirement benefits before your 100th or 115th birthday or you're out of luck, under a pair of House bills supported by the Administration.

LEAVE RETRIEVER

Rep. William M. Ketchum (Calif) has introduced a bill to supplement the Restoration of Leave Act (PL 93-181) and the Back Pay Act. His bill would restore excess annual leave lost because of unjustified or unwarranted personnel action, such as being fired wrongfully, the same way as if the excess leave was lost due to administrative error. Now, the leave lost is returned to the employee only to the extent permitted by law on use-it-or-lose-it (e.g.: the maximum 30-day limit on the accumulation of annual leave).

ANNUITY CHANGES CONSIDERED

The Civil Service Commission is supporting HR 3650, which would amend the U.S. Code to require agencies employing Federal retirees to deposit the withheld salaries equivalent to the employees' annuities in the Treasury to the credit of the Civil Service Retirement and Disability Fund. ■ Another section of the bill would allow credit for post-1956 military service toward civil service retirement for individuals who leave the military before retirement to accept Presidential civil service appointments requiring confirmation. ■ The National Assn. of Retired Federal Employees has backed HR 73 at hearings. Because many private employers pay the entire cost of employee health and life insurance, NARFE supports provisions that would boost the government's share of health premiums to 75% by 1978 and that of life insurance to 50%. However, NARFE believes HR 73 should be amended to reduce the reduction in face value of retirees' policies from a residual of 25% to 50% to cover survivors' burial expenses.

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A Notable Budget

Each year, the FAA—like all Federal departments and agencies—must submit for public scrutiny what it intends to do during the coming year and how much money it plans to spend. After reviewing very carefully our proposals, the people—through their elected representatives—give us their response. Sometimes, this response is not to our immediate liking. It is a healthy reminder, however, that our ultimate commitment is not to hardware but to people. So, it is fitting that they have a say in what we do.

As a government agency, we should view with satisfaction the American public's growing awarenes of and involvement in our mission. It should heighten our sense of responsibility, and it lends a sense of urgency to our pursuit of ways to improve the National Airspace System.

Our plans and programs, as reflected in the budget, are a partial measure of our commitment. Again this year, Fiscal 1976, we consider our total requests sufficient to permit us to do our jobs efficiently. We have asked for budget authority of $1,918,200,000 plus $350 million ADAP authority and 57,279 positions. This is an increase of $179 million plus $5.4 million in ADAP authority and 973 positions over the levels authorized for Fiscal 1975.

We are planning the commissioning of 295 major new traffic control and air navigational facilities, including instrument landing, approach lighting and runway alignment systems, air route surveillance radars, en route and terminal radar beacon systems, airport surveillance radars and ARTS systems.

The United States will celebrate its bicentennial year in 1976. As we approach this historical milestone, it is especially important for us to remember that we are responsible for an aviation system acknowledged to be the world's standard for excellence. The agency stands squarely in the forefront of our country's economic and social progress. It is our duty to keep it there. But the true measure of our commitment is not how well we maintain the system as it is, but how hard we are wiling to work to make the airport/airways system safer, more efficient, cost effective and environmentally sound for all users.

James E. Dow

JAMES E. DOW
Acting Administrator

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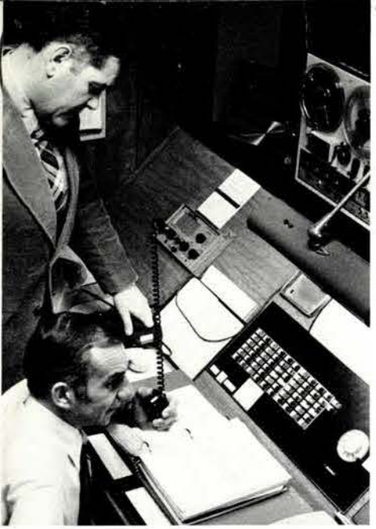
WHEN DISASTER STRIKES!

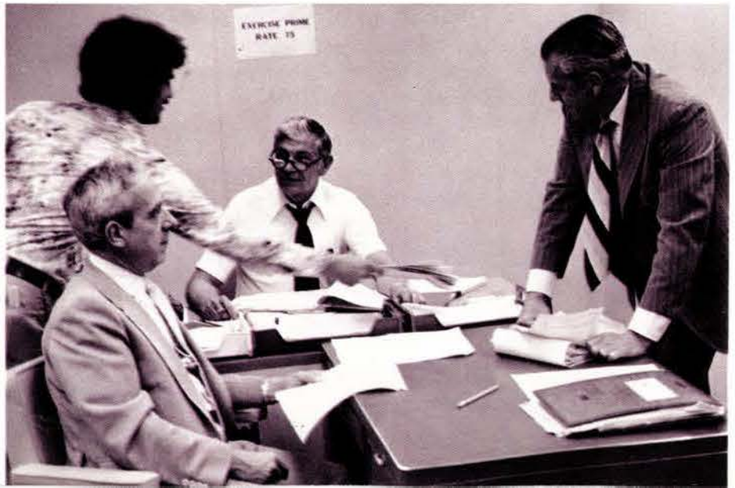


Dick Beaver (left), chief of the New England Communications Control Center, listens to Lenny Cotreau, regional duty officer, communicate with the single sideband radio.

The regional director for the exercise, Southern Region Air Traffic Division chief Lonnie Parrish, highlights major action items on a blackboard at the Emergency Operations Facility.

A Great Lakes air traffic strategy session finds (at front table, left to right) James Popp, Willie Baker, Deputy Director Robert Ziegler, Gerald Smith, (at rear) Larry Everitt, Claude Ackerman, Laurel Smalley and Ben Lawson.

The Exercise Prime Rate '75 headquarters command post was in the Telecommunications Center. It brought together Clyde Dubbs (left), assistant chief of the En Route Operation and Procedures Branch, who was intelligence officer for the project; Stanley Ratomsky, assistant chief of the Emergency Operations Staff and assistant project officer, and Eugene Thies (right), Emergency Operations officer and duty officer for this project. General communications operator Dennis Bass adds to the mounting pile of messages coming in from the Joint Chiefs of Staff.



"Blips" marched like lightning bugs across radar screens in the dimly lighted interior of the Minneapolis Center during a mid-watch in early March. Enroute traffic had been moving smoothly across the northern tier of the U.S., as FAA and Canadian controllers were "handing" civil and military aircraft back and forth in routine fashion.

Suddenly, the routine was shattered when the watch supervisor passed among the controllers and issued the instruction: "Execute SCATANA—get all of your aircraft down as quickly as possible."

Word had been received earlier from the North American Air Defense Command (NORAD) that unidentified targets had been picked up by the Ballistic Missile Early Warning Radar (BMEWS) at Clear, Alaska. The targets were moving at 3,000 miles per hour coming over the top of the world.

SCATANA stands for Security Control Air Traffic and Navigation Aids, and its purpose is to have FAA and Canadian controllers clear certain parts of the airspace important to defense of the North American continent upon direction of the regional commanders of NORAD. "Scat" orders were issued quickly to all aircraft; NORAD and the other military commands activated defensive plans to meet a missile onslaught.

Fortunately, the attack was not the real thing—"but it could have been," declares Pat Lewis, an active-duty Air Force colonel who heads the Emergency Operations Staff under the Associate Administrator for Air Traffic and Airway Facilities. The staff is supported by an Emergency Readiness Officer in each of the regions and two centers. Their job is to develop programs to provide security for the nation's skyways, airports and aviation facilities during time of national or natural-disaster emergencies. "And provide support to military and civil aviation in any emergency," adds Lewis. "Prime rate '15—the name of this exercise—was a test to see if we could do our jobs."

According to Lewis, "Emergency readiness is the least understood part of the agency's mission. However, its getting a lot more attention these days because hot spots keep popping up in some parts of the world. Detente can work only if you have the means to defend yourself and you are ready."

FAA has been assigned a highly important role in the nation's survival, should our country become involved in war. It is the only civil agency within the government that has the dual responsibility for providing operational support to both the Departments of Transportation and Defense in time of national emergency, in addition to carrying out its own function of protecting FAA personnel. FAA's support of military wartime air operations, chiefly through the control of air traffic, requires that agency facilities and installations, including the people who man them, be prepared and maintained in a constant state of readiness.

Monitoring incoming computer reports at the New York center's command post are (left to right) Anthony Maugeri of the Eastern Region Flight Standards Division and Vince Laurentino and Gary Pace, both of the Airway Facilities Div.

As Great Lakes Region Director John Cyrocki noted in his report on Prime Rate '75, "It provided the occasion and afforded the opportunity to get everyone thinking 'emergency preparedness' and concerned to the point of self-criticism and of modifying present local plans for greater effectiveness." A similar theme was repeated in other regions. C. R. Melugin, Jr., Director of the Central Region, commented that the exercise was useful in, among other things, requiring a regionwide review and update of emergency-readiness plans and personnel alerting systems. On the latter point, Eastern Region noted "an improvement on the time it takes to 'spread the word' when compared with last year's test alert."

Clearing certain parts of the airspace important to the air defense of our nation is a major responsibility of the air route traffic control centers, which pass along military instructions to the terminal and service facilities. This control extends to all air traffic—civil and military—and may include grounding some aircraft or diverting others away from special air defense areas.

FAA works closely with all branches of the military services and assigns liaison officers to the Military Airlift Command, Strategic Air Command, Tactical Air Command, Naval Safety Center and the Air Force Flying Safety Headquarters, as well as NORAD, to coordinate all aspects of air traffic operations. FAA has a special working agreement with the Military Airlift Command that covers civil air carriers. Some airlines have agreed to commit some of their aircraft to direct military control when needed.

The agency also assists the Civil Aeronautics Board (CAB) in determining the location and status

* *

Civil Air Patrol and Eastern Region personnel pitched in to load food, clothing and medical supplies at JFK International Airport for ferrying to flood victims of 1972's Hurricane Agnes in New York and Pennsylvania.

of all U.S. civil air carriers during a national emergency. This information is passed to the Military Airlift Command.

Mother Nature and her bag of tricks can also pose serious problems for the agency. Despite damage to facilities and installations and to homes and possessions of employees and their families, the agency must continue to provide round-the-clock services to aviation in natural-disaster situations. To assure that the agency will be able to respond, regional emergency-readiness officers conduct preparedness training to improve the survival skills and capabilities of employees and assure the protection of facilities and equipment. Prime Rate '75 elicited unusually high enthusiasm, according to the Great Lakes Region, because of the increased amount of individual involvement allowed.

The agency also provides guidance to the 50 states in handling emergencies and disasters. The Flight Standards Service administers the state and Regional Disaster Airlift (SARDA) Plan, which is designed to assist the governors in marshalling general-aviation aircraft to fly these emergency airlift missions. This assistance includes identifying in advance the aircraft, flight crews and airports that will be called upon to participate if the SARDA signal is given. General Aviation District Offices on the SARDA-designated airports become the focal points of this activity.

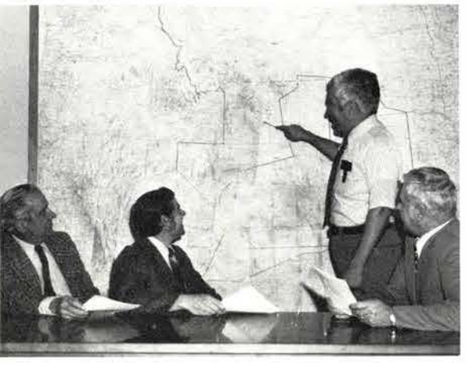
At no time was SARDA more valuable than during the aftermath of Hurricane Agnes, which cut a wet trail of destruction through the Gulf and eastern seaboard states three years ago. Had it not been for a well-organized emergency airlift capability, using helicopters and other general-aviation aircraft, many more persons would have drowned, and the job of bringing relief and restoring essential services would have been made more difficult.

Airports Service specialists provide detailed guidance to airport managers on how to protect personnel, facilities, buildings and aircraft from fire and physical damage during any type of emergency condition.

During the 10-day Prime Rate '75 exercise, all aspects of its wartime mission were exercised by the agency. All field facilities took part in testing the agency's alerting system. For two days, the agency operated from alternate locations to determine if communications were adequate to carry out its emergency-readiness mission without using Washington, region or center headquarters facilities. Even the single side-band (SSB) emergency-radio net was tested. For one day, Mervyn Martin, the Director of the Rocky Mountain Region, controlled the entire agency when it was simulated that the Washington Headquarters and its alternate facility had been put out of commission. Activities that could be practiced without disrupting normal operations were tested; others had to be simulated.

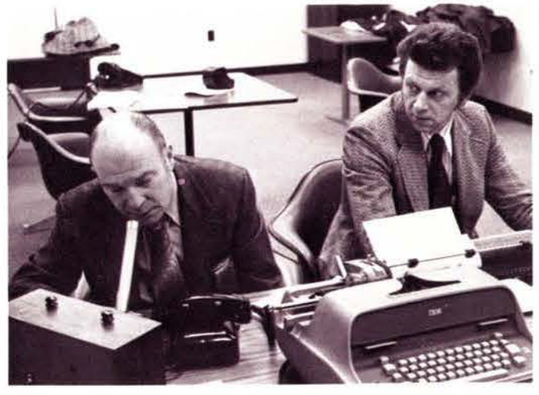
According to William M. Flener, the Associate Administrator for Air Traffic and Airway Facilities, "FAA is now much better prepared to perform its national emergency mission."

—By George Fay



At the Emergency Operations Facility in the Denver Center, a team consisting of (left to right) Allan Butterworth, Nick Xides, Earl G. Elia and John E. Reynolds review emergency operations for the state of Wyoming.

Telegraphic messages and a map, the basic tools of the exercise, are exercised at the Western Region's command post by (left to right) JoAnn Rogalla, Aircraft Engineering; Mel Foley, Logistics; Merle McIntire, Security; Byron Osterloh, Airports; Wendell Moore, Flight Standards; and Paul Allison, Emergency Operations Officer.



Eastern Region Emergency Plans Officer George Briskey observes Mike Rosen of Air Traffic operate the SSB radio.

Photo by Al Garvis

ALASKAN INSPECTOR JOINS THE JET SET

For the first time, a woman has qualified for giving check rides in a Cessna Citation jet. Ruth W. O'Buck, operations inspector at the Anchorage GADO, has received her jet-pilot rating for this aircraft.

Mrs. O'Buck joined the FAA in 1971 as a general aviation operations inspector as a GS-11 and has since climbed to a GS-13. She received her private pilot's license in 1955 and has notched more than 10,000 flying hours, 9,000 of which have been amassed in Alaska. She and her husband, John, who was then in the Air Force, came to the Forty-ninth State in 1957. Between 1960 and 1970, Mrs. O'Buck was a charter pilot and chief instructor in Anchorage and a part-owner of a charter flying service.

She currently holds a commercial pilot's certificate, flight instructor, instrument, airline transport and airplane multi-engine land and sea ratings.

HEADS UP

AERONAUTICAL CENTER

Selected as chief of the Flight Standards Branch at the FAA Academy was *Clyde M. DeHart.*

ALASKAN

Heading up the regional Engineering & Manufacturing Field Office is *Dayton O. Curtis* . . . The new chief of the Northway FSS is *Martin H. Pedersen,* who hails from the Anchorage FSS . . . Former Northway FSS chief *Harold B. "Popo" Richardson* takes over as chief of the Cordova FSS . . . *Firman "Red" Brooks* has transferred from the Kodiak Tower chief's position to the same at the King Salmon Tower . . . *Gary Christiansen,* who had been holding down an assistant chief's slot at the Fairbanks Tower, has moved over to the Kodiak Tower as chief.

CENTRAL

Selected as the chief of the Chadron, Neb., FSS is *Thomas Klocek* . . . Named to take over as an assistant chief of the St. Louis Tower is *Arthur Harris* . . . *James H. King* has gotten the nod as chief of the region's Planning & Appraisal Staff . . . The new chief of the Wichita, Kan., EMDO is *Robert W. Stephens* . . . Picked to head up the General Aviation/Air Carrier Branch was *George L. Howard.*

GREAT LAKES

Martin McDonald from the Columbus, Ohio, FSS was selected as chief of the Youngstown, Ohio, FSS . . . Chosen to be deputy chief of the Dayton, Ohio, FSS was *Dave Strachan* of the Wausau, Wis., FSS . . . *John H. Freese* got the nod to be chief of the region's Air Carrier Branch . . . Selected as chief of the Columbus, Ohio/State Tower was *George Acres* . . . The new chief of the Duluth, Minn., RAPCON is *Roger Gaulitz* . . . *Joseph O. Gaul* is the new chief of the Minneapolis GADO . . . *Bob Powell* was named chief of the Youngstown, Ohio, Tower . . . *Gayle Farless* from the Terre Haute, Ind., Tower was selected to be chief of the Marion, Ohio, Tower . . . A new assistant chief at the Kalamazoo, Mich., Tower is *Robert Konopka* . . . *Ray Drake* was promoted to temporary assistant chief at the Lansing, Mich., Tower . . . *Lydon Bronniche* has reported in as an assistant chief at the Minneapolis Tower.

PACIFIC-ASIA

Erik Kokko was selected as general facilities and equipment technician leader for the Environmental Support Unit of the AF Division, Samoa.

SOUTHERN

Richard R. Nevill has been named the chief of the Miami ACDO.

SOUTHWEST

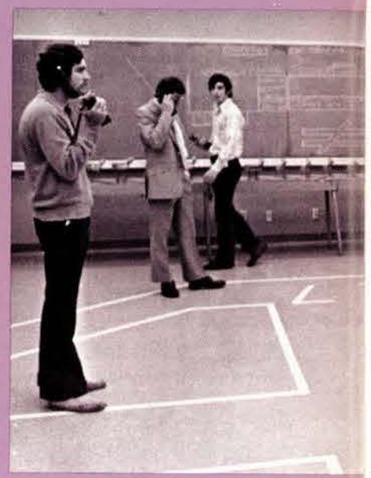
The new chief of the San Antonio, Tex., FSS is *Frank Roycroft* . . . Taking over as chief of the Pine Bluff, Ark., Sector Field Office is *Jimmy W. Peavy* . . . Selected as chief of the Shreveport, La., FSS was *E. C. Long* . . . *Larry Craig* has moved to the Lubbock, Tex., Tower as its new chief . . . *Joe B. Thornton* has been named chief of the region's Audit Division . . . *Ansel Winham* has become the Houston Area Coordinator.

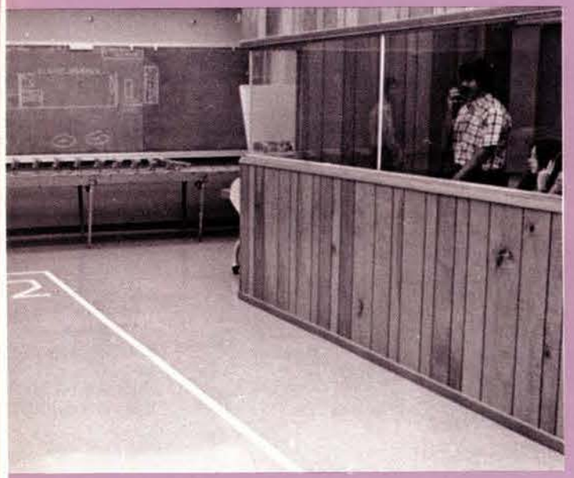
WESTERN

Byron Mabee is in his new slot as assistant manager of the Los Angeles ARTCC sector . . . *Chuck Bundesen* is a new assistant chief at the Fresno, Calif., FSS . . . *Sally Bigler* has been selected as an assistant chief at the Oakland Tower . . . Named chief of the region's Air Traffic Division was *Frank Happy* . . . *Ron Krebs* has transferred in as an assistant chief at the Burbank, Calif., Tower.

COMMUNITY COLLEGES CULTIVATE CONTROLLER CAREERS

Not the usual view from a tower, but this set-up serves the students well as they learn how to control aircraft movements and coordinate their own actions. The "pilot" outside is Mark Overbay, standing near a flight simulator.

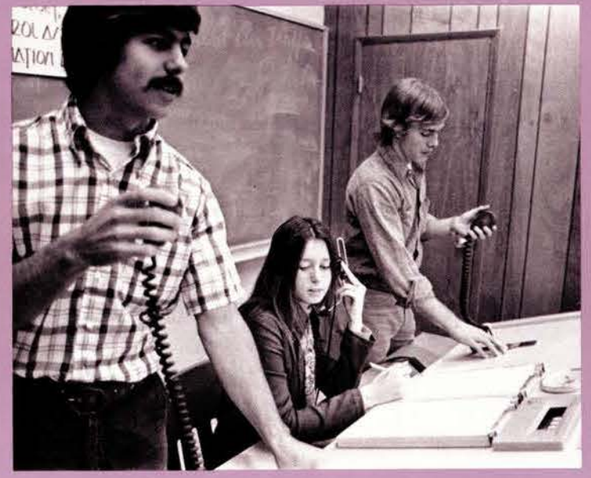




True to form, Mt. San Antonio's approach control—console with Bruce Lutz seated—is separate from the tower cab, as is the case at most FAA terminal facilities.

Engrossed in an air traffic control lab session, students at Mt. San Antonio College hone their control tower skills. From the left are Mark Chapman, ground control; Mariana Cox, flight data; and Steve Mechsner, local control.

"Taxi into position and hold"—the lab's airport is a busy place as two-legged airplanes move in response to tower instructions. Acting as aircraft pilots are, from left, Robert Mehren, James Alexander and Mark Overbay.



Where's a good place for young men and women to get their basic training in air traffic control? Increasingly, the answer is college.

In the Western Region, students are gazing out of a glass enclosure at a room-sized "airport," complete with runway markings on the floor, while airplanes—other students holding walkie-talkies—taxi, land and take off. This might seem only a step or two removed from playing house, but for the students, this kind of laboratory session provides valuable practice in learning the unique language of air traffic control, as well as voice modulation and controller-to-controller coordination. More importantly, it prepares the students for the real thing—on-the-job experience with FAA.

Two community colleges in the Western Region—Mt. San Antonio College, Walnut, Calif., and Mesa College, San Diego—offer air traffic control courses in cooperation with FAA ATC facilities. Several colleges across the country have similar programs.

The Western Region reserves 20 positions a year for its program, called Experimental Aviation Technological Education Project (EATEP), which began five years ago. Each student must meet all medical standards to qualify for work in an air traffic facility. The medical exam is given at government expense. Students also take a personality test to determine if they are suited for the work.

If these minimum standards are met, FAA interviews the student to discuss the work and the student's preference for tower, approach control or flight service station. Finally, the agency and the college jointly decide the student's assignment, based on aptitude and nearness of a facility to the student's home. Thirteen ATC facilities in the Los Angeles area and five around San Diego participate in the program.

The students work at a facility 20 hours a week and not longer than 18 weeks on a mutually acceptable schedule. They may not work more than eight hours a day, since no overtime is paid them. Neither do they accumulate annual or sick leave nor receive night differential or Sunday premium pay. But these restrictions don't discourage the students; now is the time for learning, not worrying about pay regulations.

At first, a student works a non-control position, such as flight-data handling, under general supervision. After more experience in the facility, a student can actually control traffic, but only under direct supervision by a controller. Students assigned to towers can receive a Control Tower Operator's Certificate but will not be rated for work at any specific airport. Those assigned to flight service stations can receive a weather-observer certificate. In school, the students receive extensive classroom and laboratory instruction on weather, FAA regs, ATC phraseology and allied subjects.

Education in air traffic control at a community college not only gives graduates a headstart toward possible ATC jobs, but also creates a pool of skilled people into which FAA can dip for new controllers. College ATC programs also help share the load borne by the FAA Academy in training new controllers. A diminishing supply of controller trainees from the military makes new controller blood from college even more important.

Of course, ATC job applicants must still be selected from the Civil Service Commission register, and there is no guarantee that there will be FAA openings. But college education in air traffic control, along with on-the-job training with FAA during the program, goes a long way toward qualifying an applicant for the register.

So, in the not-too-distant future, many new controller trainees may come to FAA with cap and gown, fresh from community colleges with all the basic qualifications and their feet already dampened by experience in an air traffic control facility.

—By Bob Huber

IN ACCORD—*Reviewing the contents of a new two-year comprehensive contract between the FAA and the Professional Air Traffic Controllers Organization are (from the left) Robert E. Poli, PATCO executive vice president; John Leyden, president of PATCO; Acting Administrator James E. Dow; and Director of Labor Relations Edward V. Curran.*

PROUD PAPA—*Donald Halloway, Alaskan Region auditor, poses with his daughter Laurie Jean, who was selected as First Runner-up in the state's Junior Miss Scholarship Pageant.*

Photo by Harriet Strankman

WEATHER COOP—*Ralph E. Brockman (left center), Kansas City ARTCC chief, welcomes an Air Force weather unit to the center for a joint military-FAA-National Weather Service operational test to determine the utility of assigning weather forecasters to ARTCCs. Glen Genrich (third from left) is center's area officer and project manager.*

COMMUNITY ASSET—*Rocky Mountain Region Director Mervyn Martin (left) presented Robert S. Michael, director of aviation at Denver's Stapleton International Airport, an FAA Airport Beautification Award for transforming the airport's environs and approaches into park-like areas.*

FACES and PLACES

ANOTHER FIRST—*Late last year, Joyce Moody was named chief of the Dallas-Fort Worth Office of Air Transportation Security, the first woman to be so selected in the agency.*

THE BEST—*Suzanne Gordon, Flight Standards; Carole Bielizna, Westfield, Mass., GADO; and Patricia Clark, Boston ARTCC (left to right), were selected by the Women's Opportunity Committee of the Greater Boston Federal Executive Board as outstanding secretaries in the New England Region.*

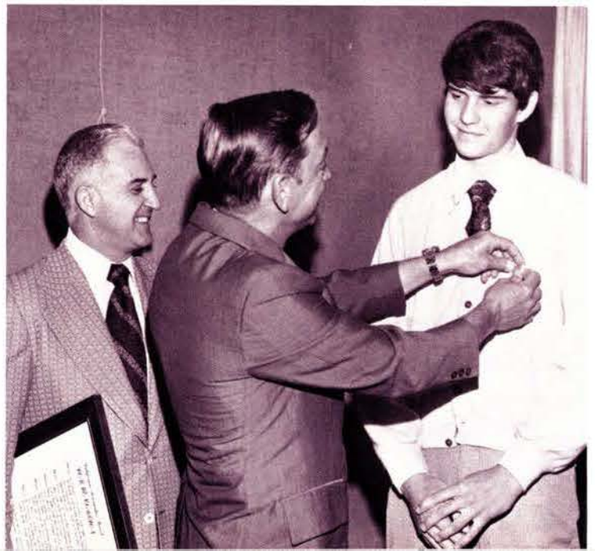
IN ALMOST HEAVEN—*Gov. Arch A. Moore, Jr., made the inspectors at the Charleston, W. Va., GADO Honorary West Virginians for accomplishing a low accident rate. Presenting one of the certificates is Col. Ralph Albertazzie of the state's Commission of Commerce, a former Air Force One pilot. The inspectors are (from the left) W. M. Daugherty; W. W. Caudill, GADO chief; and G. A. Pitsenberger. Also honored were W. L. Fenstermacher and S. D. Kemp, who were in Oklahoma City for training.*

BIENVENIDO! — *A former member of the President's Cabinet Committee on Opportunities for the Spanish-Speaking, Louis Gonzalez has been named coordinator of the agency's Spanish-Speaking Program in the Office of Civil Rights.*

OUTSTANDING—*Surrounding Cleveland Center controller James T. Dwyer are (left to right) Joseph T. Bosslet, Operations Branch chief; Frank Norris, center assistant chief; Jack Koehler, center chief; Stanley Levine, assistant chief; and George D. Smith, assistant chief of the Great Lakes AT Div. They presented him with a certificate as Runner-up for FAA's Outstanding Handicapped Employee of the Year.*

WE POINT WITH PRIDE—*Achievement awards went to six controllers from two regions for a flight assist of a student pilot. New England Region Director Quentin Taylor (second from right) presents awards to Carl Limberg and Jerry Flanagan (to left of Limberg), both of the Bradley Tower, Conn. Flanking them are Dick Livingston (left), AT Div. chief, and Don Hepler, Bradley Tower chief. The Eastern Region controllers from the Westchester County Tower were Timothy Clark, Charles Teichert, Roger Bender and William Van Vliet.* Photo by Vet Payne

YOUNG HERO—*Steven Scott Miller, 16, of Modesto, Calif., receives a Distinguished Service Award from Western Region Director Robert H. Stanton for his rescue of two men from a river, following the crash of their helicopter. At left is Joseph R. Crotti, Caltrans Assistant Director for Aeronautics, who gave Miller a framed scroll on behalf of the state.*



One of the Teterboro GADO's big accident-prevention events was an eight-hour nonstop session where some 100 pilots took turns flying cockpit simulators as command pilots and co-pilots and joined 600 other pilots for lectures that included films and slide presentations on instrument scanning, weather and ATC procedures.

AP Program Pays Off

When an FAA general aviation district office shows a 40-percent drop in accidents over the previous year and a 41-percent reduction in fatal accidents, you get the impression that somebody, somewhere, is doing something right. And if you ask the GADO chief, Aubrey K. Johnson, what it is they are doing at Teterboro, N.J., that accounts for the outstanding safety improvements, he will tell you simply that everyone is doing his job.

He has plenty of statistics to back up his contention that the accident-prevention program is starting to pay off. If statistics do not convince you, and you want a personal endorsement from the citizenry, you have only to step across the airfield to the Teterboro Flight Academy, operated by John and Anthony Habermann. John Habermann, who is an accident-prevention counselor as well as chief pilot for the Academy, will cite you the recent example of a student pilot who was trapped in an unpredicted snowstorm and who managed to land safely after a nightmarish experience—essentially because one of the safety messages that the accident-prevention program emphasizes, and Habermann epouses, was driven home.

Habermann is a man who believes that safety messages should be seen as well as heard. On the chain-link fence that leads to his aircraft parking ramp, a large sign reminds all departing student pilots of his academy that they are to top off tanks at every stop on a cross-country flight, regardless of the distance of the leg. Habermann installed the sign after his well-known policy on this subject had been ignored or forgotten by a student who did not quite make it back to the airport.

In this case, the flight was from Teterboro to Albany, N.Y., and return in a Cessna 150 trainer, a distance of about 260 miles. The flight to Albany, straight up along the Hudson River, took only about an hour. Finding that no 80-octane avgas was available at Albany, the pilot judged that he could easily make it back to Teterboro on his remaining fuel. He had checked the tanks manually before setting out, which led him to assume that the tanks were full.

In point of fact, the tanks had been used for 0.7 hours since topping for touch-and-go practice landings, which would have burned off at least three or four gallons. Another fact that had missed the student pilot's attention was the weather information that listed winds along his flight path to Albany at 30 knots, directly at his tail.

On his return flight, that 30-knot headwind burned off his fuel at a much faster rate than he realized. He overflew several airports where 80-octane fuel might have been available, but he decided it was not necessary to land prior to reaching his destination.

Several miles short of Teterboro, over a heavily populated area, his engine coughed ominously, choked on the last ounce of fuel and died. The only open space that caught the pilot's eye was a school yard, but as he glided down for the forced landing, he was obliged to swerve sharply to stay clear of a group of children at play. The trainer crashed into a chainlink fence and was demolished. The pilot was fortunate to escape with a concussion.

It was a lesson in fuel management that this particular student was not likely to forget, but John Habermann felt it was too costly a form of learning. He had his flight instructors press home more forcibly to students that, inexperienced as they were in flying, they could easily stray off course on a cross-country solo, wander into unmanageable weather, miscalculate the mileage or commit any number of unforeseen blunders from which they could safely extricate themselves—if they had enough gas.

And he posted a large sign to remind them each time they took to the field to refuel at every single training stop.

Habermann's campaign paid off handsomely a few months later. On March 2, 1974, Earl Shaw, a 35-year-old construction worker and student pilot, took off in a 150 trainer to make a 310-mile cross-country flight from Teterboro to Bridgeport, Conn., to Newburgh, N.Y., and return. The weather, on the morning of that late winter day, was fine, with no precipitation predicted along his flight course.

The 110-mile flight to Bridgeport was accomplished uneventfully and took less than an hour. The pilot's first problem confronted him on the ground at Bridgeport, when the fixed-base operator who signed his logbook was disinclined to top his tanks, arguing that it was not worth the bother to get a man out to the pumps for three or four gallons of gas. The well-schooled student managed to track down another fuel supplier who obliged him by squeezing four gallons into his tanks.

Then he set off on his westward leg to Newburgh. After nearly an hour of flight, patches of clouds suddenly appeared without warning, and before the pilot realized what was happening, his visual contact with the ground disappeared. The freakish storm, which had developed out of the north Hudson River valley, brought freezing temperatures and snow showers, which reduced visibility to near zero and brought the student to the verge of panic. Before he could think about turning on his pitot tube heater, the static port froze over, and he lost his airspeed and gyro instruments. He found himself being pitched about in turbulent air and was unable to maintain a directional heading. He soon had no idea where he was.

His "Mayday" at 10:30 a.m. was picked up by approach control at Westchester County Airport. The controller, who already was assisting two other small aircraft caught in the unexpected snow shower, established radar contact with Shaw and tried to vector him back toward Bridgeport.

But the student in the 150 was unable to maintain any consistent heading. His windshield frosted over, and he was unable to locate the defrosting equipment. He stalled out repeatedly, lost altitude, recovered and climbed back up to about 3,500 feet, attempted to level off and establish a heading, lost it and stalled over and over again.

For more than an hour and a half, the controller maintained radio contact with the student pilot, reassuring him, going over the various instruments available to him and attempting to re-indoctrinate him in their use. Because of the distraught state of mind the student was in, it was necessary to give him step-by-step procedures in the use of the cockpit heater control to apply heat to the windshield, in the use of the needle-and-ball gauge as an indication of directional stability and in reading the altimeter, magnetic compass, etc.

Radar returns showed that the Cessna 150 was drifting north-northeasterly, unable to maintain the easterly vectors provided. It was feared that the aircraft might soon be out of radar range. Approach control decided to vector another aircraft to intercept the trainer and lead it to the nearest VFR airport. An air taxi King Air that was departing Westchester, volunteered to assist.

The trainer was above the clouds at 3,500 feet, and visual contact was made with the King Air. However, the student pilot was unable to follow the larger, faster aircraft, repeatedly losing his heading and altitude. Finally contact was broken off.

Back at Teterboro Airport, John Habermann was pacing the ramp anxiously. He had been informed of the emergency by air traffic control, and he had his Cessna 310 twin fueled up and ready to go to the aid of his lost student. But he was advised that it

Teterboro GADO chief Aubrey Johnson (left) and accident-prevention specialist John Karp promote a strong and strikingly successful accident-prevention program.

did not seem feasible to assist with a fixed-wing aircraft and that a helicopter was being contacted.

Responsibility for the flight assist was now handed over from Westchester Approach Control to Bradley Approach Control at Hartford, Conn., as the aircraft was now in the vicinity of Waterbury, well up into Connecticut. A National Guard helicopter was vectored to a rendezvous with the 150, and the copter and the trainer were vectored out of the clouds toward Hartford. At 12:23 p.m. the weary student pilot advised that once more he could see the ground clearly. He was directed toward Rentschler Airport in East Hartford, and he landed without difficulty.

A relieved John Habermann flew up to Rentschler in his Cessna 310 with an instructor, who flew the student home in the twin. When John had the trainer refueled in preparation for his flight back to Teterboro, he noted that the tanks took 19.6 gallons; the total usable in that aircraft is 22.6 gallons. If the student had not topped his tanks on landing at Bridgeport, his fuel would have been exhausted before he was saved. It was a clear case of an accident-prevention program safety message, hammered home by a volunteer counselor, in combination with a fine flight assist, that had prevented an accident and perhaps saved a life.

One of the reasons that the FAA accident-prevention programs is taken so seriously in the area served by the Teterboro GADO is that there are very few places within a hundred miles of the airport where you can expect to complete an emergency landing in a land plane and walk away from it. The district—including New York City, Long Island, Westchester County and most of New Jersey—comprises one of the heaviest populated sections of the world.

Operator of the Teterboro Flight Academy and an accident-prevention counselor, John Habermann checks a sign on a subject he insists his students follow to the letter.

Teterboro Airport, which has often been mentioned as a potential fourth jetport for the New York environs, has about 600 operations a day and bases about 400 to 500 general-aviation aircraft.

FAA's general aviation district office at Teterboro, established 20 years ago, now has a staff of 14 inspectors under chief Aubrey Johnson. The accident-prevention program was activated there in 1971, with the arrival of accident-prevention specialist John Karp. In a busy four years, the GADO has designated about 50 AP counselors, held over 300 safety clinics and talked to over 127,000 pilots.

While general-aviation activity in the area has increased steadily, the number of local accidents has decreased. The record shows a drop from 76 accidents in 1972 to 46 in 1973. Johnson is also proud of the fact that there were no fatal air-taxi accidents in his district in 1972 or 1973, and that there were no student or other training accidents in 1973. He feels the accident-prevention program is getting through.

John Karp, who, with the aid of other GADO inspectors, spearheads the program, has earned the title of "Mr. Safety" in the minds of local pilots, and the walls of his office are virtually covered with evidence of his success in accident prevention. He has half a dozen letters of commendation from aviation officials in and out of the agency, and he was designated "Flight Educator of the Year" for 1973 and 1974 by the Aviation Advisory Council of New Jersey. He received (jointly with Aubrey Johnson) the regional award for the most effective accident-prevention program in 1973.

John Karp feels that the Teterboro accident-prevention program has been especially successful in getting outside-FAA organizations and individuals to contribute generously to the dissemination of safety information. The many aviation-minded friends he has made in the community frequently provide him with meeting halls without cost, arrange for the execution of safety plaques that he designs, help advertise meetings, distribute literature and cooperate in every possible way to spread the good word that "accidents can be prevented."

"I get plenty of help," he says. "Most of the time, all I have to do is ask."

The spirit of helpfulness evident at Teterboro is due in part, no doubt, to the persuasiveness and enthusiasm of men like John Karp. But it also stems in large measure from the realization that the future of general aviation in an urban community depends on the reduction of accidents to the point where flying is accepted as safe. —*By David Gelfan*

DEFUSING THE CARGO HOLD

FAA has its finger on the pulse of many aviation safety problems, even those that have yet to cause real trouble. While hazardous materials have been carried in aircraft since 1946 and not a single passenger injury has been attributed to them, the growth in commercial aviation for cargo and passengers has led the agency to take sterner measures on the transport of hazardous materials aboard aircraft.

Robert Hollinger has some photos on the wall of his office at San Francisco International Airport that succinctly tell the story of hazardous cargo. They show a spreading red spill from a small plastic bottle and a fringe of char on a carton. Hollinger, who is one of 18 full-time national field coordinators on hazardous materials, took the photos himself.

When the ground crew opened the belly of a passenger jet that had arrived from Los Angeles in 1973, they discovered a fire just beginning in the baggage compartment. The fire was quickly extinguished and Hollinger was summoned. Inside a slightly charred box, the inspector found a 20-pound shipment of a highly flammable fiberglass hardener that starts to heat the instant it is exposed to air. One of the plastic bottles had overturned and popped its lid. The liquid had leaked along the carton and heated in the air until it ignited.

"This particular material is so flammable that it absolutely cannot be shipped by air," he says. A passenger who apparently was unaware of the material's properties had shipped the cargo as extra baggage.

The FAA is taking positive action to maintain its 29-year safety record. The hazardous materials program has been growing, beginning with the establishment of a Hazardous Materials Staff in headquarters in 1973 and by increasing field inspections in this area.

In addition to the full-time coordinators, of which each region has at least one, the agency now has more than 100 part-time coordinators at regional and Flight Standards district offices. Further, all Flight Standards inspectors are involved in the hazardous materials program at least part time.

With the problem involving FAA personnel, airline officials, flight and ground crews, shippers and airport personnel, intelligent

handling of the program mandates training. To date, 381 FAA inspectors have completed a training course in hazardous materials that was instituted in 1973 at the Transportation Safety Institute; 120 more completed their training in Fiscal 1975, and it's anticipated that 135 will take the course in Fiscal 1976.

Last year, a four-day course for personnel from air carriers, freight forwarders and shippers was established at the Transportation Safety Institute. While 327 persons have completed the course to date, efforts are being made to double the size of the enrollment because of industry's increased interest. In conjunction with other agencies within the Department of Transportation, the FAA also has conducted 42 one- to two-day seminars, with more than 4,800 persons from government and industry attending. These seminars are held to assist air and surface carriers, shippers, container manufacturers, packagers, firefighters, law-enforcement personnel, states and local and Federal agencies to understand and comply with the DOT Hazardous Materials Regulations.

Ellis C. Langford, chief of the Hazardous Materials Staff, says that regulations have been issued implementing portions of the Transportation Safety Act signed into law this past January. This portion of the law prohibits carrying radioactive materials aboard passenger aircraft, except those that are intended for use in, or incident to, research or medical diagnosis or treatment.

The Act actually codified what was already planned extra-legally, Langford explained. After one of its jets was contaminated by a radioactive spill last December, Delta Airlines embargoed radioactive materials, save for those destined for medical use. Also, the Air Line Pilots Association announced that its pilots would not fly passenger jets carrying hazardous materials, except radioactive pharmaceuticals that are processed and ready for delivery to a patient, dry ice and magnetic materials. They would fly cargo-only planes with hazardous materials only if they were restricted to the amounts that were permitted on passenger planes. This was effective in February, the month after the Transportation Safety Act was signed.

A task force report to the DOT Deputy Secretary this spring recommended that certain items that could create unusual hazards to flight—such as those capable of self-igniting or are self-reactive, thermally unstable or corrosive to aluminum—would be prohibited in air transportation.

Also this year, FAA amended FAR Part 103, which requires that a shipper certify compliance with regulations, that hazardous-materials package inspections be conducted prior to placement aboard the aircraft and after the removal of radioactive materials to check for package integrity and radiation leakage, and assurance that the labeling and marking of packages comply with the regulations.

"We are looking into all aspects of the subject," says Langford, "and we are continuing to increase surveillance and inspections."

Hollinger and his counterparts have an all-too-busy day in this respect. Some days he will check every package that comes off a plane with a radiation scanner to check on illegal shipments or to check that properly documented shipments are not leaking excessive radiation.

He makes periodic checks of the air-cargo operations of 30 air carriers at San Francisco International, as well as checks on San Jose and airports in central California and Reno, Elko and Ely, Nev. About 90 freight forwarders are also his responsibility. Because of the sheer volume, he can check these only periodically.

Through the inspectors' and coordinators' efforts, the program is working, Langford points out. "Three years ago, our suveillance accounted for 571 inspections; last year we conducted 9,073 and pursued vigorous enforcement for violations of the FARs."

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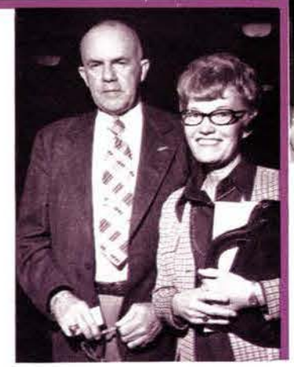

A group of women are all ears, as James L. Harris of CAMI (top left) explains the value to pilots of ear plugs. Recording the session for posterity is Anchorage accident-prevention specialist B. Charles Berns (top), who mans a videotape camera. Above, Dr. Robert E. Yanowitch, Aviation Medicine, delved into pilot psychology for the non-fliers. Prime movers of the meeting (at left) Lou Monger, regional accident-prevention coordinator, and Nita Wood of the Anchorage chapter of the 99s.

Can flying be made safer by educating pilots' wives and girlfriends? The Alaskan Region thinks so. This new approach to aviation safety recently drew 98 wives and two girlfriends (plus a few scattered males) to an all-day session in Anchorage.

"We wanted to give the non-pilots a better understanding of the stresses and strains that can bother a pilot when he's flying," said Lou Monger, regional accident-prevention coordinator, who chaired the meeting. "We think wives and girlfriends can do much to help rid aviation of a big accident-maker—'get-home-itis.' They can urge their loved ones not to exceed their limitations to rush home, especially when flight conditions are marginal. This sort of understanding can go a long way toward preventing an accident."

The session included lectures, demonstrations, films and discussions on a multitude of aviation-safety subjects. Besides putting these non-pilot women into the cockpit, figuratively speaking, the region brought in FAA psychiatrist Dr. Robert E. Yanowitch, who helped them step into the pilots' shoes. James L. Harris, from the Civil Aeromedical Institute in Oklahoma City, was also a speaker.

Dubbed "Operation Wives/Girlfriends Assist," the meeting was hosted by Nita Wood, who chairs the Anchorage chapter of the women's flying group, the 99s. F. William Exner of the Insurance Company of North America provided the meeting space and refreshments.

Following the presentations, the women fired numerous questions at the speakers, ranging from oxygen and noise to what to do if one of their pilots is overdue on a flight.

One question was, "When do you plan to have another safety session like this?" Alaskan officials answered: "soon and often." *—Story and photos by Al Garvis*

DIRECT LINE

Q. In my FSS, I have charted the temperature levels and discussed them with my supervisors, my chief and the regional office, but to no avail. Not one of the temperatures even comes close to the President's guidelines for either summer or winter for the nearly one and a half years recorded. Were our supervisors or chief to give us directives to follow, and we didn't follow them, it would be grounds for disciplinary action. Yet, when the President, the energy commission and the regional director give directives on this matter, they are almost completely ignored. Since the energy crisis began, it has been 64-66 in my home in the winter and 78-82 in the summer. I'm beginning to think of making myself more comfortable at home. Also, we have a 9 x 15-foot breakroom equipped with almost 1,000 watts of fluorescent light. So far, it has been impossible to get this reduced to about 160 watts. Another item: The taxpayers are buying styrofoam cups for our local coffee fund and nylon-reinforced throwaway towels. I can understand buying the coffeemaker and supplying the electricity and water, but shouldn't the members be responsible for their own cups and at least use paper towels?

A. While it's generally true that directives should be followed, many times there are cogent reasons why they can't be followed fully. In such cases, the intent of the directives should be applied. The current directives on temperature settings and lighting are contained in Order 4660.5A (Conservation of Energy in FAA Occupied Office Space and Buildings). The temperature settings for the cooling season were modified by a message issued April 22, 1974. The order also provides for exceptions to the guidelines for important reasons. Recent revisions issued by GSA state that the heating, lighting and cooling provisions apply to the management of space in all buildings owned by executive departments (DOT, for example). Existing leases are to incorporate the policies to the extent feasible. The following are a few of the possible problems that may require a facility chief to use some discretion and common sense: • A single temperature control at a facility may cause temperature variations in different areas of the facility. • Duct sizing may cause a few areas to receive more heating and cooling air than another, causing temperature differences within the facility. • Solar heating of the area containing the temperature control could cause other areas to be cooler. • Contractual language for leased space may not permit compliance with government directives. Your description of the breakroom does indicate too much light. It must also be remembered that fluorescent light provides more light than incandescent bulbs, and a 40-watt fluorescent bulb provides more light than three 60-watt incandescent bulbs. If there are 25 40-watt fluorescent bulbs, some delamping should be considered. However, if the room is leased space, then the contract would require review to determine if it is permissible to delamp. Certainly, the answer to your question about the coffee cups is "yes." FAA is continually attempting to save money and materials, but with an organization as vast as the FAA, there are occasions when a few managers may permit expenditures in unauthorized areas; but this is not condoned. In some cases, the expense of monitoring the legal, proper and authorized use of some small items is greater than it is worth. Overall, the energy crisis is real and does pose a serious threat. If you get the opportunity, you should review a 30-minute movie titled, "Energy: Critical Choices Ahead," which should be available for loan through the U.S. Dept. of Commerce field office nearest you. Should you desire additional information concerning energy conservation or assistance in correcting serious FAA discrepancies in that area, we suggest you contact the Regional Energy Conservation Coordinator in the Regional Planning Office.

Q. Last year, I attended two consecutive one-week summer conferences at the University of Michigan. I left for there on a Sunday afternoon and returned home on Friday evening of the second week. I had lodging to pay for 12 nights, and I applied for 12½ days per diem. One night's per diem was disallowed on my voucher on the basis that travel was being charged to training. As a result, they applied Para 741a of DOT 1500.6, Change 2, dated 6/19/73. The explanation for disallowing the one night was that the en route period ended at midnight on the day of arrival and began for the return trip at 00:01 on the day of departure. I asked what expenses would be allowed if it were a one-day course, with travel the previous day and return by midnight on the evening after the course. The reply was that no lodging would be allowed. I feel this not a correct interpretation of the regulation.

A. Your first step should always be to discuss the complaint with your supervisor. If satisfaction is not obtained and you have not been reimbursed in accordance with the pertinent regulations, your supervisor can either assist you in the preparation of a claim for adjudication by the General Accounting Office or refer you to the office that can provide the assistance. From the data furnished in your letter, it would appear that the cited regulation was properly applied. The answer to the hypothetical question of one-day's training also is correct; however, it's not likely that the agency would send an employee any great distance for one-day's training. Nevertheless, the agency does recognize the inequity of this situation and already has a change in progress.

Q. There are many people who have a position at headquarters and reside outside of the headquarters commuting area, being assigned permanently to a field position within the commuting area of a regional office. When such people meet the requirements for a position advertised by the regional office, they are told they are ineligible because they are technically not within the regional office commuting area. Physically they are, and no moving costs would be involved. Not allowing these people to bid for the positions is an injustice to the FAA. The agency is not providing itself with the maximum number of qualified individuals to be considered for the positions. Will FAA ever change this?

A. No major change will be made to the current MPP Handbook until it is revised in accordance with recommendations resulting from the MPP Study. Preliminary indications from that study did not reveal a need to change our current method of establishing areas of consideration. However, when the study is completed, it may possibly show that the commuting area should be included as a permissible area of consideration when the MPP Handbook is revised.

Q. I was a GS–4 clerk-stenographer, permanent, part-time, and I bid on an unadvertised position for a GS–5 secretary. I was one of four interviewed for the position. I was selected and transferred within grade as a GS–4 clerk stenographer. I was told I must work in the position six months to a year before I would actually be promoted to a GS–5. On my predecessor's last day and my first, our office received authorization for an intermittent GS–4 clerk-steno position. My predecessor accepted this. Later, she decided she didn't want the intermittent position and was promoted to full-time GS–4 clerk-steno. By this time, I had worked the secretary position for three months. My supervisor then told me that since there were two full-time GS–4 clerk-stenos, there could not be a promotion without competition. He also told me I would not get the promotion. We competed for the position, and my co-worker was promoted to her original position. I have technically been demoted. I feel that I was cheated out of the job I was selected for.

A. All records available indicate that no secretarial position was filled in your region without either a written advertisement or an automatic consideration of all eligible employees within the area of consideration. Both of these actions require specific written documentation as to the procedures used and a listing of all individuals who were considered. Your major concern is the result of an alleged verbal agreement with a supervisor. While it is regrettable that you did not receive a promotion that you believed was yours by right, it must be recognized that there is no legal right to any promotion unless the selection was made under competitive procedures and is fully justified and documented. It is impossible from the information provided to know exactly what happened. We can only assume that circumstances which existed at the time you were transferred or reassigned changed sufficiently to cause the selecting official to modify his previous plans. Again, it's unfortunate that there appears to have been a misunderstanding on your part, but there is no apparent legal basis for an appeal or grievance.

Q. How can one obtain a Flight Services Manual and all the published changes to it? Some FSS personnel would like to have their own copy for study at home. We have tried several approaches, all unsuccessful.

A. Consideration is being given to supplying all FSS specialists with personal copies of the Flight Service Handbook, but until this is accomplished, local efforts—such as requesting surplus copies from the regional office or adjacent control facilities—should be continued. Of course, subscriptions at $18.50 for two years are available from the Government Printing Office, but we believe that there are enough free copies available to supply those few employees that have requested them.

Q. Order 6000.15, Para 260, pertaining to maintenance check lists, indicates a check list is needed for facility, system, subsystem and equipment. I have an RTR site with 11 transmitters and individual antennas. For years, our checklist was a facility type, one checklist covering all. When a weekly was completed, one date and one initial was all that was needed. With this type of checklist, one year amounted to 52 weekly, 12 monthly, four quarterly and one annual signoff. Our regional office wants an individual checklist for each frequency and its antenna. Instead of 69 dates-and-initials each year, we will have 759 sets. Is this paperwork necessary?

A. Your region is interpreting the intent of the order correctly. The agency needs thorough documentation of maintenance activities to serve as a record in case of aircraft accident or incident, which otherwise might cause embarrassment to the FAA. An incident could very well involve the use of only one frequency/equipment set. A blanket date and initial for several sets of equipment serving different air traffic control functions does not satisfy the need. There is some relief in sight, however; the continued installation of highly reliable solid-state radio transmitters and receivers permits changing maintenance checks from weekly to semi-monthly where this equipment is in use. Appropriate maintenance handbooks are under revision to include the reduced schedules.

A query was received from co-op air-traffic students in the Southern Region, which did not bear a name and return address, but needed a reply before August. Because of response and publication time requirements, we regret it is impossible to publish an answer before that time. In this case, a return address would have made a timely response possible. We will publish the question and answer in the August issue.

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LUCKY TO BE A CONTROLLER

(or anything else).

Paul Satterwhite is a controller at the Pontiac, Mich., Municipal Airport Tower and happy with a satisfying but safer existence than he's known.

He may not be Superman, but his exploits suggest that he might have had tights, a cape and a telephone booth figuring in his past. Satterwhite was not one to leap tall buildings, but there was the time in Vietnam when he jumped 300 feet from a stricken helicopter without a parachute. Landing in a tree, he survived with only small fractures in his feet.

He also bore no legacy of indestructability, although he survived an explosive charge hurled by a Viet Cong woman that killed his four companions in a bunker. Returning to the front, he was struck in the face by shrapnel but went back to duty after field hospital treatment. Then an enemy rifle bullet spared his leg by smashing through the fleshy part.

Satterwhite garnered three Purple Hearts, refused a fourth and holds the Air Medal and the Bronze Star.

After the army, he became a postal clerk in Detroit, where he worked with the underprivileged as a youth coordinator, encouraging young high school dropouts to complete their educations. He also spent nine months on the steering committee for the Volunteer Action Center, coordinating activities of all volunteers in his community. Then, FAA caught his eye.

Superman, he may not be, but his luck and enthusiasm for doing a job well is something to treasure.—*By Marjorie Kriz*