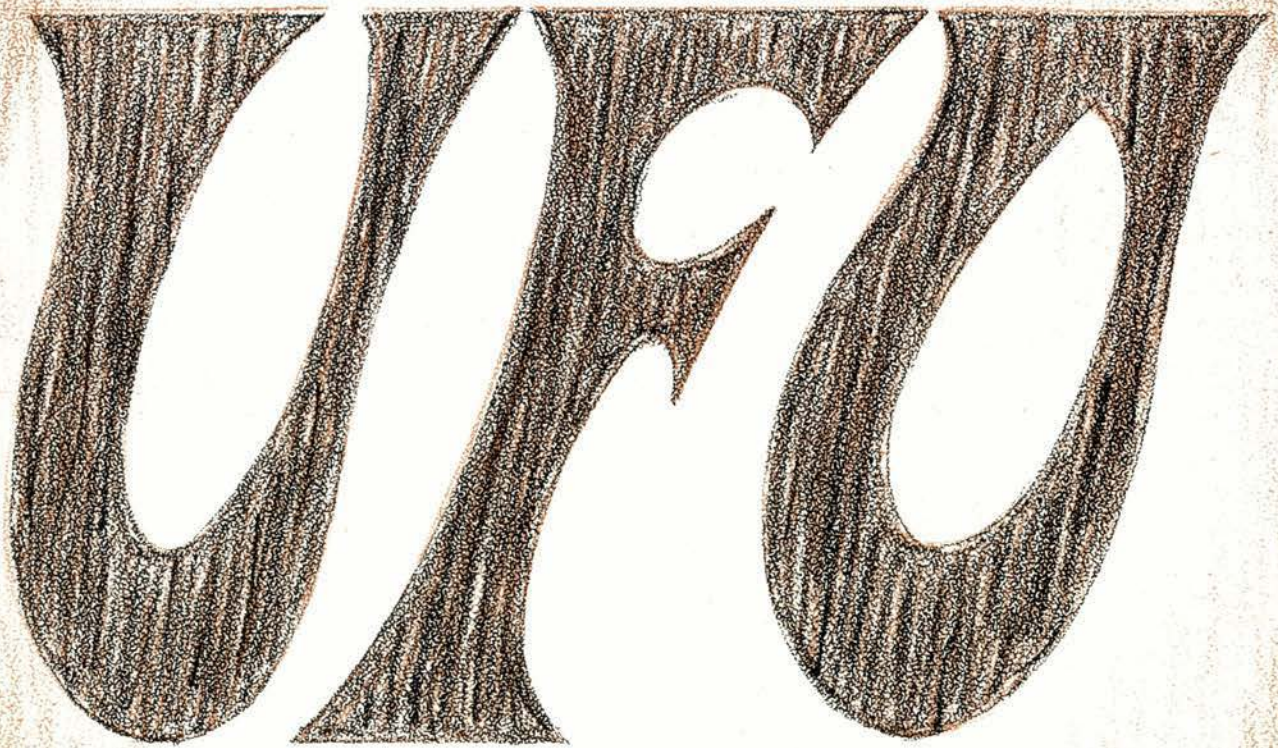


DECEMBER 1975

# FAA WORLD

*Service to Man in Flight*





# Federal Notebook

## THE INSURANCE SCENE

The big news of the season is the monumental increase in health insurance premiums due January 1. The amount of increase will depend on whether Congress amends the Social Security Act to remove Medicare from the Federal health plans. Without the amendment, employee premiums for Blue Cross, for example, will rise 79 percent for high option family coverage.

With the amendment, the rise would be 55 percent. The average increase for all Blue Cross and Aetna options would be 35 percent. Because of these changes, the open season for enrollment or change has been extended to December 31.

■ The House of Representatives has rejected by a wide margin a bill that would have reduced Federal employees' share of life insurance premiums from two-thirds to one-half.

## ON THE DOWN SIDE OF RETIREMENT

The suit by the National Treasury Employees Union and the National Association of Letter Carriers to stop the income tax on the 7 percent retirement deductions has been lost. After the suit was rejected in Federal district and appeals courts, the Supreme Court refused to review it. ■ Although

the House Civil Service Committee approved the bill to allow the option for retirement after 30 years of service regardless of age, its sponsors decided not to seek a floor vote after a storm of protest arose in debate. Supporters believe that the legislation would bring younger people into the upper echelons faster and be more equitable to people who began their careers at an early age. Opponents decried the cost of the bill and the loss of experienced

personnel at a still employable age. The bill is considered lost perhaps for several years. ■ Rep. Brock Adams (Wash), chairman of the House Budget Committee, told the House Civil Service Committee that disability and early retirements threaten the Civil Service retirement system's financial stability. Seventy-one percent of retiring Federal employees were 62 years old and younger, he said.

■ The House Ways and Means Committee has approved a bill that provides for eliminating the \$100 a week sick-leave tax exclusion except for those who are permanently and totally disabled for at least 12 months and would cut back the exclusion for those whose income exceeds \$15,000 a year.

## CHOOSE A NAME

The Comptroller General has ruled that a married woman has the right to use her maiden name on government checks and payrolls, as long as she does so on all government records, provided it doesn't conflict with CSC rules. Also, a woman may be carried on the payroll as "Ms" regardless of marital status.

## GARNISHMENT PUT DOWN

A U.S. District Court has ruled that government employee salaries cannot be garnished for non-payment of debts. A recent law does permit the action in the case of child-support and alimony.

## LESS FINGER WEAR

Effective this month, the FTS system has been converted from a 10-digit to a seven-digit dialing system. The access number (usually "8") will still be required, but area codes will be dispensed with for calls within FTS.

# FAA WORLD

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The cover: Spook or for real, natural phenomenon or spaceship — FAA WORLD takes a look at UFOs from an aviation point of view, beginning on page 4.



## Consultation: A Sound Practice

This month, the first Biennial Operations Review Conference is being held, bringing together government, manufacturers, operators, pilots and consumer and environmental groups, among others, to consider proposals for revising and updating FAA regulations. This is in line with the desire I expressed here last month for all FAA personnel involved to think positive about streamlining the regulatory process.

Our regulations must be made easy to understand and easy to use. We can do that only by looking at them from the perspective of our customers who are most affected by them. Certainly, our own paperwork will be made easier by simplified regulations. So, this conference serves their needs and ours.

We can see how well the consultative process works to improve the aviation system in projects already underway. Indeed, we would be operating in a technological vacuum if we were to work on the budget and system development without the benefit of expert advice from our aviation community. The microwave landing system under development gained from user inputs beginning in the earlier stages and will go through another phase of industry coordination early next year. User input is significant in this year's ADAP legislation, in our coping with the energy crisis, in our work on changes to air traffic control facility criteria, in our efforts to solve environmental problems and in our R&D on airport paving problems, to name just a few.

Have we gotten a dollar's worth of progress for a dollar's worth of time and effort invested by the FAA and the industry? I think it's clear we have.

I am confident that the same will hold true as we review our operational regulations and that the future will continue to demonstrate the effectiveness of the consultative process.

*James E. Dow*  
JAMES E. DOW  
Deputy Administrator

This news is based on information from non-FAA publications and does not reflect FAA policy or opinions

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-54; ACE-20; AEA-20; AGL-13; ANA-14; ANE-14; ANW-14.7; APC-52; ARM-5; ASO-67.1; ASW-67A7; AWE-15. and Headquarters employees, AMS-112. You should not send change-of-address information to Washington. If you move from one center to another, you should submit your change of address to the region or center to which you are moving.



# UFOs

## Flights of Fancy or Fancy Flights

Flying saucer "mother ship" with small "craft"? Hardly. This photo, taken by astronaut M. Scott Carpenter from his Mercury spacecraft on May 24, 1962, shows the sun (large bright light) and what proved to be a couple of chunks of ice that were dislodged from the outside of the spacecraft.

In July 1976, a spidery machine will settle softly onto the surface of Mars. The machine will extend a mechanical arm tipped with a claw and begin digging a trench. A mirror reflecting the landscape into a camera will swivel to and fro. The mechanical arm will dump clawfuls of soil inside the machine, as if to feed it. If the planet had any inhabitants, they would be amazed, astonished, and—if they had any scientific curiosity—delighted to discover this machine quietly nibbling on the terrain. If the inhabitants had been debating the existence of unidentified flying objects, this machine probably would have settled the question.

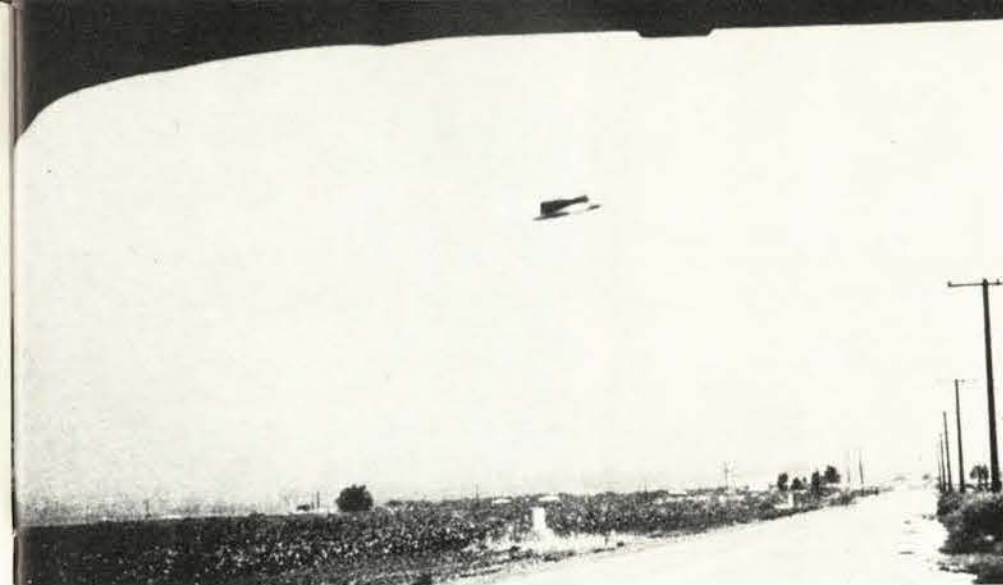
How ironic it would be . . . how ironic if we humans, who have debated tirelessly over UFOs, were to be the perpetrators of a proven UFO landing on another planet—because at this very moment, two such American machines named Viking are on their way to Mars.

It's doubtful that the UFO issue on Earth will soon, if ever, be resolved so unequivocally. But over the past 27 years, the matter of UFOs has been burned into public consciousness around the world, while causing human controversy almost as fascinating as the UFO stories themselves.

Today, neither FAA nor any other government agency is investigating UFO reports. The Air Force closed its investigation in 1969, noting there was no evidence indicating that UFOs were extra-terrestrial vehicles.

Although FAA has never had any official responsibility for unraveling the UFO mystery, air traffic controllers have seen things many times on radar and less often in the sky which they couldn't explain. They also have seen strange things they could explain.

For instance, one evening in the early 1950s, controllers at the Norfolk, Va., Tower saw radar targets moving in a peculiar circular pattern east of the city over the Atlantic Coast, where there



Another disk: This photo was taken by a traffic inspector for the Orange County, Calif., Road Department on August 3, 1965. After copies were made, the inspector said he gave this and two other original Polaroids to a man who claimed to be a military investigator. The original photographs were never returned and never seen again.

was no known traffic. This mystery was solved the same night when the tower learned that military airplanes were practicing aircraft carrier landings many miles out to sea. The Norfolk radar ordinarily would not have seen the airplanes, but atmospheric conditions that night caused the radar signals to be propagated far over the horizon.

Temperature inversions causing anomalous propagation of radar signals often are the culprit when unknown radar targets show up. Atmospheric layers can "duct," or guide, radar signals hundreds of miles beyond their normal range so that distant airplanes or ground objects (such as highway traffic) show up on the scope. Even if the ground objects are fixed, their images on the scope can move, due to movement of the different air layers. Radar signals also can be reflected from an airplane to a fixed or moving object (such as a building or large truck) and return to the radar antenna, causing the scope to show a false target moving at a greatly multiplied speed.

Atmospheric inversions and refractions may have caused the famous unidentified radar sighting over Washington, D.C., in the summer of 1952. Swarms of tar-

gets were seen, prompting Andrews Air Force Base to scramble fighter planes in an attempt to intercept and identify them.

For several days, these strange targets appeared on CAA and Air Force radars, while many witnesses reported odd lights moving in the sky over the nation's capital. In 1968, the Condon report, a special two-year study of UFOs made for the Air Force, attributed the whole affair to atmospheric effects on radar and to mistaken interpretations of meteors and twinkling stars.

Then there are unexplained sightings.

Tom Speakmon of the Air Traffic Service was a controller at the Tinker Air Force Base RAPCON in Oklahoma City in the late 1950s. "We had a series of unknown radar targets over a period of months," he related. "We always radioed a request for identification: 'Aircraft on such-and-such bearing, please say your identity.' We never got an answer." The Air Force sent jet fighters up, and the pilots on some occasions gave chase to lights that appeared to move. The lights seemed to outdistance the planes and disappear.

In October 1973, a controller at

the San Antonio, Tex., Tower was one of many witnesses who saw a strange, round, red ball of light that seemed to maneuver erratically near the airport, lighting up and going dark every few seconds. The light apparently could not have been a balloon since it traveled against the wind for a time. The light was seen to plunge rapidly downward and disappear before reaching the ground. "The whole thing was totally baffling," said controller Jim Stevens.

One August night in 1974, controllers at the Albany, N.Y., Tower picked up a stationary radar target that split into several targets, merged again and eventually raced across the radar scope at an apparent speed of 3,600 MPH. Local residents and the state police saw flashing lights in the sky in the same area, and a military pilot reported to the tower that a bright light dashed across the sky. Assistant tower chief Robert King said, "We really didn't think much about it until the press showed up. We've had funny targets before, sometimes from geese and trucks, sometimes from anomalous propagation. The pilot could have seen a meteor."

Bill Broadwater, chief of the Air Traffic Service's Airspace and AT Rules Division, recounted an incident from the 1950s in which something was indeed hovering in the sky. "People in widely scattered locations in New York State and in airplanes reported a brilliant UFO at dawn," he said. "Military fighters scrambled, but couldn't

*This spectacular white form hovering over a city is not a UFO—it is a lenticular cloud. This type of cloud, which can take shape downwind of mountains in eddying wind currents, has sometimes been mistaken for a UFO.*

Photo Courtesy Aerial Phenomena Research Organization





reach the object. Then FAA issued a bulletin asking for information on recent balloon launchings. Sure enough, a West Coast research laboratory said it had sent up an unmanned, high-altitude, gold-painted balloon on a round-the-world trip. The lab estimated that it was over the northeastern states when the sightings were made."

More than 100,000 weather and research balloons are launched in the U.S. every year. Some are large, some are small. Some are lighted and some explode. All are potential "UFOs."

UFO sightings run the gamut from the mildly interesting to the fantastic and incredible. Bright lights have been said to follow people or cars, to move at thousands of miles per hour and stop or turn on a dime; disks and oblong shapes dart across the sky; automobile engines and lights are reported to conk out in the presence of strange hovering lights; burned-out circular patches of ground have been seen and photographed after supposed UFO landings.

Coming shortly after the end of World War II and at the beginning of the tense cold war, the early sensational reports of "flying saucers" sent chills through the U.S. military, which saw a possible threat to national security in these strange, apparently willful and, above all, unknown "objects" zipping through the skies. In and out of the halls of government, speculation seethed that UFOs were "secret weapons"—ours or someone else's.

In a famous 1948 case, Air Force Capt. Thomas Mantell was killed in the crash of his P-51 Mustang after chasing a UFO over Kentucky. Naturally, some writers claimed he was gunned down by a flying saucer. But it seems certain that Mantell blacked out due to lack of oxygen as he climbed above 20,000 feet in pursuit of the object, which very likely was a then-classified, high-altitude Navy "skyhook" balloon released a few days earlier

*Two teenage girls in Iowa saw what they described as a shallow inverted bowl-shaped object, spinning counter-clockwise, with a reddish-orange band of light across it, late one evening in July 1969. The object glided away from their farmhouse with a jetlike sound, they said. The next morning their father discovered this 40-foot diameter burned out patch in his soybean field, not there the day before.*



*May 11, 1950, 7:30 p.m.—Paul Trent of McMinville, Ore., took this photograph of an object also seen by his wife. According to the 1968 Air Force-sponsored "Scientific Study of Unidentified Flying Objects," informally known as the Condon report, "This is one of the few UFO reports in which all factors investigated—geometric, psychological, and physical—appear to be consistent with the assertion that an extraordinary flying object, silver, metallic, disk-shaped, tens of meters in diameter, and evidently artificial, flew within sight of two witnesses."*

Photo courtesy of National Investigations Committee on Aerial Phenomena

in a photo reconnaissance test.

In all the years that followed, no UFO was ever reliably reported to have attacked or harmed anyone. The security "threat" faded, while the mystery remained.

Many pilots have reported UFOs "following" or playing "cat and mouse" with their airplanes, including commercial airliners. If physical objects are the cause of these sightings, they conceivably

could be hazardous to airplanes. "As everyone knows, the safety of flight is FAA's mission," said Bill Broadwater. "But there's nothing to show that UFOs have ever caused danger."

Air traffic controllers customarily inform controlled aircraft of the location of an unknown target if the target appears on radar in the vicinity of the airplane. This commonly occurs in airspace where

there is a mix of identified IFR and unidentified VFR aircraft. Under local arrangements, ATC facilities will call the Air Force base in their area if a strangely-behaving unknown radar target, other than routine VFR traffic, persists. This procedure is in keeping with the interests of safety and defense, not scientific inquiry.

FAA's only current official words on the topic of UFOs are contained in an Air Traffic Service document, the Facility Management Handbook, 7210.3C, Part 1, Chapter 4, Section 9, paragraph 468, which instructs ATC facilities to refer a person reporting a UFO to "the nearest scientific establishment or institution or higher learning if a scientific interest is expressed," or to the local police if there is concern that life or property might be endangered.

Virtually all students of the UFO scene agree that the great majority of UFO reports come from level-headed, reliable, ordinary citizens who have never before reported a UFO and who have no desire for publicity.

Chet Cook of the Washington National Tower tells the story of two airline captains who reported a UFO while approaching Anchorage Airport in separate planes. Cook, who was working in the Anchorage Tower at the time, remembers, "They both swore it was a UFO. They said it was changing colors, moving, dipping, darting. I asked them if it couldn't be a star or a planet. No, they were sure it wasn't. Well, Venus was really bright that night. I called the weather bureau to be sure about it. And I asked the pilots if the 'UFO' changed position when they turned their planes on final. Sure enough, they said, it did."

UFO literature is full of stories about people, including pilots, police and other trained observers chasing Venus, shooting at it and ducking to get out of its way. Earth's soupy atmosphere can explain twinkling and even changing

colors. The apparent jittery movement of a bright point of light when stared at against a dark background is a well-known phenomenon. But somehow those two pilots in Alaska, undoubtedly reliable and experienced, were fooled by Venus that night.

A raft of other reasons can and do explain UFO sightings: Mirages; reflections of the sun or moon in ice crystals in the air; the strange but real phenomenon of ball lightning; searchlight reflections on clouds; airplanes, helicopters, balloons, and blimps; and meteors, comets and atmospheric reentry of satellites and "space junk."

The case of Zond IV is extremely revealing. On the evening of March 3, 1968, hundreds of people from Kentucky to Pennsylvania saw several fiery objects flash across the sky. Among the resultant UFO reports were those which said: "shaped like a fat cigar"; "many windows seemed to be lit up"; "definite disk-shaped"; "ordinary saucer inverted"; "tree-top level . . . just a few yards away"; "flew in formation"; "thought it looked like something burning up in space." The last quotation, while not especially descriptive, is closest to the truth; in fact, it is the truth. Zond IV, an unmanned Russian spacecraft, was launched on March 3 and fell out of orbit the same night, disintegrating into fiery fragments. The evident tendency of many people to think of the spectacle in terms of UFOs and to describe it in the current lingo of UFOlogy probably is typical of thousands of other sincere but misleading reports that could also be easily explained by human—or natural—causes.

When the Air Force finally closed down its 20-year investigation of UFOs in 1969, it said 701 sightings could not be identified out of 12,618 reports that were studied. Other UFO literature speaks of a "residual" number of reliable and objective reports, some nevertheless in-

credibly bizarre, that cannot be explained. Over the years, a great many sightings undoubtedly have been made but not reported to anyone for fear of ridicule, which is unfortunate from the standpoint of scientific inquiry. A 1973 Gallup poll found that 15 million Americans think they have seen UFOs.

Stories of strange things in the sky (and in all of nature) date back thousands of years—long before our just-arrived age of aviation and rocketry. Lacking "modern" science, former societies dreamed up all kinds of gods, demons and spirits to explain what they saw. Today, we may be only slightly better informed. True, we can substitute or surmise scientific explanations for virtually all of the ancient fairy tales. But despite popular belief, we are still badly uninformed about our world and assuredly ignorant of most of the workings of the universe. Still to come are 21st, 22nd and 100th Century science.

Unidentified flying objects could be natural phenomena which are still unknown to, or incapable of explanation by, 20th Century science. That doesn't mean they don't exist. Consider the case of meteorites. In the 19th Century, it was said that science was far too sophisticated to accept the notion that stones could fall from the sky, even though people were reporting exactly that.

Of course, there are those who do have a readily available theory for UFOs. This theory propounds a modern-day version of the old-time celestial gods: visitors from outer space.

This is an idea for endless, imaginative and entertaining speculation. It may be no worse than any other idea.

But for now, it is worth remembering that human beings are the only creatures positively known to be sending flying machines to other planets.

—By Don Braun



# ANOTHER WAY TO SKIN FSS AUTOMATION



*Pilots with Air Exec, a DuPage County Airport air taxi service, get a face-to-face briefing from an FSS specialist, who reads off the latest data from the TV-like screen in front of him. Answers to queries come in seconds.*

The print on the CRT screen is larger and easier to read than the typed version, but the format is unchanged. It is the same familiar format that specialists have been reading for years.

Currently, the system is being tested in the four pre-flight positions. According to the station's deputy chief, Arthur Imhof, these four specialists are



*FSS specialist Florence Parker shows Ett Shalin of the Great Lakes Office of Public Affairs how the system works.*

One way or the other, it's likely the cathode ray tube (CRT)—a TV-like screen—is going to replace teletypewriters in flight service stations. Although automating all FSSs is still a long-term program, the process may be accelerated by using an interim system now being tested in the Chicago FSS.

The interim system has a number of distinct pluses. It is cheap; it uses hardware and procedures already perfected; it uses a computer already owned and operated by the agency; and the components of the system are immediately available.

Here's how the system works. Specialists in the

Chicago station no longer read weather and NOTAM data from teletypewritten sheets of paper. That's a thing of the past. Now they punch out a brief message on a CRT keyboard, and in less than three seconds, the information they wanted is displayed on the screen before them.

Say, a pilot calls in for weather in Detroit. The specialist types out RQ DET SA (request Detroit surface observation), and there you have it: Detroit weather written out on the screen neat and clean—no pieces of paper to thumb through or throw away, no noisy machines spitting out reams of paper in quadruplicate.



*The new look at the Chicago FSS has specialist Ray Foote unencumbered by paper as he provides a preflight briefing by telephone. He's flanked by the new computer-linked cathode-ray tube displays.*

getting very proficient on the equipment. He says that the experiment is going so well that they are hoping to automate the in-flight position in the near future. The specialist working this position is still using the teletypewriter system to answer questions from airborne pilots. This means that pilots must sometimes be asked to hold while the specialist waits his turn for the relatively slow teletypewriter request-reply system.

But, Imhof explains, when a CRT is provided for this position and when new high-speed transmission lines are installed, up to nine pages of pertinent information will be available right there in front of the specialists in less than three seconds.

Now for the really remarkable part: This system will cost almost nothing . . . but how could that be?

As we said, the hardware was already perfected and the computer was already available before the system was put together, resulting in no research and development costs.

The keyboard-CRT displays are leased from a company that also takes care of maintenance. This cuts out the expense of buying new equipment and training maintenance people. Also leased are the

transmission lines connecting the CRT to the centralized computer.

And the computer—the brain of the system—was already there, just waiting to be used at the Weather Message Switching Center in Kansas City, Mo. This is an FAA facility which receives and sends out world-wide weather data and from which all agency facilities get their weather information. For instance, weather reports produced by the teletypewriter machines in any FSS, as well as those flashed on the CRT screens at the recently automated Atlanta FSS, all come from Kansas City.

The computer programming for the Chicago experiment was done by already-trained programmers at the center, again at minimal cost.

The cost for renting land lines and the displays—including maintenance—is about \$65,000 a year. But the money saved—land line cost, maintenance, paper, and other supplies for the teletypewriter machines—also comes to approximately \$65,000.

That seems too good to be true, but it is true, according to J. P. Fox and Ron Harris of the FSS Operations and Procedures Branch, Air Traffic Service. Harris, who dreamed up the system while working at the Weather Message Switching Center, says that if the Chicago experiment is successful, the same system may be used in other FSSs.

He estimates that as many as 40 FSSs could be accommodated without modifying the Kansas City computer. With modifications, that number could be doubled or even tripled.

However, both Fox and Harris caution that this system is not as flexible as the more ambitious AWANS (Aviation Weather and NOTAM System) being tested in the Atlanta FSS.

Among other things, AWANS will provide the specialists with graphics—principally weather maps—and is capable of storing flight plans and alerting specialists at appropriate times for both inbound and outbound flights.

Nevertheless, the Chicago system may be expanded. Currently, flight plans are still handled in the old way: The pilot calls in and the specialist writes down the flight-plan information, which is then sent to the appropriate facility via teletypewriter.

But, beginning this winter, after the high-speed transmission lines are installed, flight plans can be entered directly into the system. The specialist will simply type the information on the CRT keyboard, and it will be automatically transmitted to the appropriate facilities.

So, automation is no longer just a dream. It is a practical system that makes it possible for FSS specialists to give better service to pilots on a day-to-day, flight-to-flight basis, and this, after all, is what it's all about.

—By Theodore Maher



# FACES and PLACES



**HONORED**—Employees of the Blythe, Calif., FSS received Special Achievement Awards for their station's modernization. Chief Bill Jones (left) receives the awards from Parry Schriver, assistant chief, Western Region Air Traffic Division. Looking on (from left) are specialists Emil Sereida, Frank Marino, Merv Ingram, Bill Moses, Bruce Britos, Les Houston and Jess Gomez.



**SAFETY'S THE WORD**—"Aviation Weather" host Jim English (left) discusses accident prevention with FAAers during the taping of a feature on the Public Broadcasting TV program. The guests are Bruce Romick (center), assistant to the chief of the Accident Prevention Staff, and Graham Pitsenberger, accident prevention specialist at the Kanawha County Airport, Charleston, W. Va.



**BIG FAMILY, BIG HEART**—Catherine Hajek, Fort Worth Center Medical Staff, and her husband, Vic (right rear), added to their household of eight a Vietnamese family of seven. The father, an attorney in Saigon, is studying for the Texas bar while holding down a temporary job.



**WELL DONE**—James F. Rudolph (center), former Associate Administrator for Aviation Safety, received a standing ovation and a gift of appreciation from the Air Transport Assn. at its recent Airlines Operations Forum. Others from left to right are: Walter R. Krepling, forum chairman and Eastern Airlines executive; Kenneth E. Hodge, NASA; and W. Grant Rees, vice president of Ozark Airlines.



**HAIL AND FAREWELL**—Ernest Peter Hall (left), telecommunications member of the U.K. Mission to FAA was reassigned after six years here. Among other gifts at a dinner at the British Embassy was a magnetron tube and chain presented by SRDS Communications Div. chief Robert W. Meier. Developed by the British, the tube was brought to the U.S. chained to the courier. Now, FAA was "giving it back" after 30 years. Replacing Mr. Hall is Wm. G. Codner.



**TESTING THE WATERS**—Technical experts from NAFEC prepare to board the center's Convair 880 for tests of Omega and Loran C long-range navigation systems over the North Atlantic. They traversed the sea between Newfoundland and Iceland six times.



**PRESIDENTIAL AIDE**—Aline "Corky" Koch, secretary to the chief of the Civil Aeromedical Institute at the Aeronautical Center, was one of several individuals who provided secretarial help to the advance party for President Ford's visit to Oklahoma City. Co-workers Grace Gaddy (left) and Jo Ellen Holt admire the pin bearing the Presidential Seal presented as a memento by the White House Staff.



**STAR SAVERS**—A Treasury Department Minuteman Flag was presented by New England Region Director Quentin S. Taylor (right) to Dom Leone, chief of the Boston ARTCC Airway Facilities Sector, for his unit's 83 percent participation in this year's Savings Bond campaign.

Photo by Mike Ciccarelli



**BACK FOR AN ENCORE**—Delphine Aldecoa, who retired last year as chief of the Hillsboro, Ore., Tower, was presented the International Northwest Aviation Council's Achievement Award, given in the name of Amelia Earhart.



WORD SEARCH By the Great Lakes Public Affairs Staff

Try it again. Here's another chance to puzzle out hidden words. This time, it's famous people in the history of aviation. The names read forward, backward, up, down and diagonally but are always in a straight line and never skip letters. The names overlap and letters are used more than once.

Use the word list if you must, but try covering it first. All 48 names can be found. Circle those you do find and cross them off the list. The name "Hartmann" has been circled to get you started. When you give up, the answers may be found on page 18.

We're sorry that half the answers (the black circles) were left off our last puzzle in September. If any of you are still hunting, write to us, and we'll send you a copy of the answers.

BECKER	HALL	RANKIN
BEECH	HARTMANN	RICKENBACKER
BENITZ	HAWKER	RYAN
BENNETT	HESS	SELFRIDGE
BIRKIGT	JUNKIN	SOPWITH
BYRD	LINDBERG	STEARMAN
CESSNA	LOCKLEAR	STITS
CHANUTE	MERLIN	STOUT
CURTISS	MESSERSCHMITT	SWIFT
DeHAVILLAND	MORROW	TAYLOR
DOOLITTLE	PARK	THOMAS
DOUGLAS	PIPER	TURNER
FOKKER	POLE	VICKERS
FONCK	PORE	VON RICHTHOFEN
FORD	POST	WHITNEY
FRYE	PRATT	WRIGHT

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



**GOLDEN OLDIES . . .** Like fine wines, cheese and bourbon whiskey, secretarial skills seem to improve with age. That's the conclusion of a survey by one of Britain's leading employment agencies, which noted that employers would do themselves a favor by hiring more women in the over-40 bracket for secretarial and other office positions. Among other things, the survey found, mature women take less sick leave and cope with job pressures much better than their younger counterparts. Although no male secretaries were

included in the study, we would like to think the same thing goes for them. We're in the over-40 bracket ourselves.

**HIGH HEELS . . .** Smugglers and secret agents don't hide contraband and microfilm in hollow shoe heels anymore. That sort of thing went out with the Scarlet Pimpernel—or that's what they would like you to believe. But a fashion-conscious female Customs inspector at FAA-run Dulles Airport recently noted that the platform shoes in the luggage of a woman arriving from Guatemala were heavier than they should have been and, sure enough, when the shoes were dismantled, there were 26 ounces of cocaine hidden in the heels. On the street, that much coke goes for \$320,000, but the lady smuggler will never get a chance to spend it. The drugs were confiscated and the woman was hustled off to a nearby jail to await her day in court.

**MONKEY BUSINESS . . .** Being an FAA policeman at busy Washington National Airport is more fun than a barrel of monkeys. Well, maybe that's a slight ex-

aggeration. Actually, we're only talking about two monkeys here. The pair—part of a shipment of 12 chimps—escaped from their cages at National while being loaded aboard a flight to Birmingham, Ala., and led airport police, operations personnel and airline employees on a merry chase across the ramp and into the terminal area. In all, it took more than four hours to corner the dynamic duo and immobilize them with tranquilizer darts. In the meantime, a camera crew from a local television station showed up on the scene and recorded the event for "instant replay" on the evening news. Who knows, given the state of television programming these days, it could turn out to be the pilot for a new series.

**WHERE THE BUFFALO ROAM . . .** And speaking of animals at airports, we also have a report from the Southwest Region that a Buffalo stampede recently delayed some traffic at Albuquerque International. That's right, we said "Buffalo stampede," and don't ask us where they came from. Just have a little faith that "Small World" wouldn't mislead you.

It's a Great Way of Life



Janet Hitt joined the FAA last fall and became a general aviation operations inspector, but most of the work wasn't new to her. She's a former pilot examiner

and the first woman pilot to join the agency in the Northwest Region. She was also one of only four women in that region to hold an Air Transport Rating.

Aviation has been with her for nearly three decades. In fact, she says she planned to be a pilot almost from infancy. Mrs. Hitt began taking flying lessons when she was 16 and began giving them when she was 19. Prior to her FAA appointment, she was an instructor for a flight school in San Jose, Calif., and had garnered an "Aviatrice of the Year" award from the Santa Clara Valley chapter of the Ninety-Nines.

"It's a way of life for me," Mrs. Hitt says. "I'm in the industry because I believe that airplanes are a vital service and that FAA people are pretty special. They're trying to do a job—a helping job—and that's what appeals to me."

"There are many women flying, but the economics of learning to fly and earning ratings and the employment opportunities for non-military pilots of either sex makes it difficult to gain the experience required for the better jobs."

Too, she points out, the jobs call for a degree of mobility, but often women's other responsibilities limit their moving around.

Nevertheless, Mrs. Hitt believes the field is worth the effort. She says the training and discipline acquired in flying adds a great deal to the quality of one's life and provides a new perspective.

The work of an inspector is totally varied, she says, which makes it a very desirable type of work, as far as she's concerned. She finds the men she works with a dedicated bunch, doing an outstanding job. She sees herself as no different from them and says, "I'm looking forward to the day when someone is interviewed because he or she is really making news."

Mrs. Hitt joined the Seattle Flight Standards District Office last autumn, then transferred to the Oakland, Calif., FSDO to be near her family.



# DIRECT LINE



**Q.** What is the status of an employee when flying the jump seat of an air-carrier aircraft under the SF-160 program? I realize he is considered in an on-duty status by FAA and eligible for all government benefits, but is he considered a passenger as the term is used by most private insurance companies for a flight-insurance policy and eligible for such benefits in the event of an accident?

**A.** The Office of Personnel and Training is unable to provide an authoritative guide to the meaning of provisions in various private insurance policies. They did, however, contact the program administrator of the Personal Accident and Special Hazards Insurance Plan, which FAA sponsors (along with several other agencies) for its employees and their families, for an answer to this question. They were advised that under the special policy written for this plan, insured controllers riding the jump seat for officially authorized familiarization training purposes are considered to be passengers, not crew members. Thus, such controllers are covered. On the other hand, air-carrier operations inspectors are considered members of the crew when they are on duty in the jump seat.

**Q.** What is the policy, if any, with respect to (1) including my agency identity along with my name when submitting a letter to the editor of a national industry magazine on a subject of mutual interest, such as flight-safety matters and (2) the same information on a feature article? If a rule on this exists, what about a brief commentary separate from the feature article itself detailing the writer's background, including current agency connection? Can the writer accept money for the article?

**A.** We assume the questions relate to private activities, not to writings on official business. Applicable to the latter is Order 1200.8A, Chapter 6, although it mentions only public speaking. On your first question, generally, an FAA employee may state his name and affiliation in a letter on an FAA matter to an editor, but he should also state that the opinion expressed is his own and that he is not authorized to speak for the FAA (DOT Regulations Sect. 99.735-7(a)(3), (5) and (6) and Sect. 99.735-11(c)).

He should avoid irresponsible, false or defamatory statements which attack, without foundation, the integrity of other individuals or organizations (Order 3750.4, Para 36). However, if he is a member of the FAA staff that is concerned with the formulation of policy on the matter in question or which is handling such matters, it would not be proper for him to publish his personal opinion on them (Order 3750.4, Para. 82c and DOT Sect. 99.735-7(a)(3) and (6)). As to the second question, generally, an FAA employee may publish an article on FAA matters in any magazine. The earlier reference on irresponsible statements and matter on which the employee affects policy or which he handles applies here, too. If it is otherwise proper for the employee to publish the article, he may state his background and connection with FAA, but, again, he should state that the opinion is his own and that he is not authorized to speak for the FAA. Unless he is a Presidential appointee, he may accept remuneration for an occasional article. He could not use his title or position if he engaged in writing as a commercial enterprise (Sect. 99.735-17(b)). He may not accept remuneration if it would create a conflict of interest or the appearance of such (Sect. 99.735-11(a)(1)). For example, if the article would support some business interest in a matter with which the employee deals in his official capacity, he could not accept compensation. Of course, this particular example would also be covered by the broader prohibition against publishing his view on such a matter. Finally, the employee must comply with the provisions on the use of unpublished inside information (Sect. 99.735-11(c)).

**Q.** There is a definite inequity in FAA concerning disability retirement. The pertinent order states that an individual is entitled to the lesser of 40 percent of his high three-year average salary or the amount obtained by using the general formula after increasing his actual creditable service by the time remaining between the date of separation and the date he reaches age 60. This means that an individual may become employed by the agency at age 21, serve five years and obtain a 40 percent disability, while if an individual is employed at age 50, works five years and becomes disabled, he would have only 16 percent of his high three. This seems unfair to an older person seeking employment with the agency.

**A.** The guaranteed minimum basic disability annuity is established by law (U.S. Code, Title 5, Chap. 83, Sect. 8339) and applies to disabled employees throughout the Federal service, not just FAA. The concept underlying the guaranteed minimum for disability annuitants is based on the premise that disability interrupts a career that otherwise would have extended to age 60. The basic annuity should include, therefore, credit for time which the employee normally would have served, subject to the 40 percent maximum limitation. On the surface, there may appear to be an inequity, as you suggest; however, in light of the above concept, an employee disabled in his/her early years, with no prospect for continued Federal employment, should receive a reasonable annuity.

On the other hand, the average individual employed at age 50 has had lengthy prior employment and often with retirement benefits. Therefore, in the event of disability, a lesser amount of annuity is not illogical.

**Q.** We are constantly being asked to conserve money and resources at every opportunity. As a result, I would like to propose that our regional offices be cut drastically or eliminated entirely. I'm sure the answer would be that these offices are needed to coordinate plans and policies of the agency. Are the chiefs, assistant chiefs, training specialists and journeymen of such a caliber that we need interpreters for the orders and directives that are sent down? Can't we do with one or two specialists rather than the two or three hundred it now takes to run the regional offices, many of whom are super-grades?

**A.** As a partial answer to your question, last January, the Secretary of Transportation established a special task force to review the FAA safety mission and to recommend appropriate courses of action. The final report recommended, among other things, that the FAA should consider reducing the number of its regions. In response to that recommendation, we are looking at various options for consolidating regions.

**Q.** There are three journeymen from my facility (all shift workers) that attend college. The classes are in the evening only. We coordinate with each other and try to pick nights with the least number of conflicts to each other or to our work schedules. Occasionally, there are some conflicts, where we are scheduled to work nights on our school nights. I have often read where the government, the Civil Service Commission and the FAA all encourage after-hours education. This leads me to believe that they would do a little extra for us. We can change shifts with other people whenever possible, but there are only a few who are willing to change. One of our supervisors occasionally lets us work a day shift when we have school that night, providing the night shift has adequate coverage. Another supervisor says we no longer can do this, even though the night shift has adequate coverage. Another supervisor says that this after-hours encouragement applies to other than shift workers.

**A.** Agency Handbook PT P 3600.3, Chapter 2, Para. 8f, outlines agency policy on scheduling shift assignments to permit employees to attend outside training during prescribed course hours. It states, "... Supervisors of facilities or field offices with rotating shifts are encouraged to give favorable consideration to employee interest in obtaining outside training which will be beneficial to the agency or to the employee or both. It is the policy of the agency to encourage employees to undertake programs of self-development, preparing themselves for more responsible positions in the agency and supplementing specialized training provided through the agency (see Order PT 3000.7). A supervisor can facilitate outside

training for an interested employee by scheduling shift assignments to permit his attendance during prescribed course hours, so long as this adjustment in shift assignment in his judgment would not impair the operation or have a deteriorating effect on the employee's efficiency." It is evident from the above that the policy does apply equally to employees performing shift work and that supervisors are encouraged and should permit training under certain conditions. This is a judgment decision which is the supervisor's responsibility. It should be based on the above policy and, where applicable, conform to existing labor agreements.

**Q.** In my region and in my facility, they have decided to take a hard line on scab time. Because of a recent case of a person who failed the training program and then complained about the possible unfair distribution of scab time (unauthorized on-the-job training), they have chosen to prohibit all scab time. But it's a traditional way for journeymen to invest time in people who look most likely to make use of all opportunities. It's the best way for developmentals to slowly break-in during mid-shift or low-traffic times not suitable for real training. Rumors are that other regions have not taken this anti-scab attitude. What's the answer?

**A.** The Air Traffic Service has investigated the situation you question and finds that your region is properly applying national procedures. The establishment of a maximum number of hours for OJT is an attempt to insure a standard by which all developmental controllers may be measured. Allowing one individual an opportunity to receive an indefinite number of hours that is more than that offered another would not be fair. You can be assured, because of the stand taken by your facility, that your own opportunity to receive training will be equal to all other developmentals.

**Q.** My father began working for the FAA in 1969. At that time, he told me that persons employed by the agency could not be involved in campaigning for a political party. Does this rule also apply to members of that employee's family?

**A.** The restrictions on political activity contained in the Hatch Act do not apply to an employee's family.

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.

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# CONSOLIDATED CONTROLLER HANDBOOK

## Saves Time and Money

“Center from Approach,” the terminal controller announced over the phone after leaving his position. “I worked American 605, and you didn’t give me a handoff for him. Check paragraph 1260 in point eight.”

“Roger,” came the reply. “Uh . . . will hunt for it in point nine and give you a call.”

In a manner of speaking, although the two controllers were talking English, they weren’t talking the same language—they weren’t communicating, in a business that demands instant communication. The trouble is that they were each using different “dictionaries,” if you will.

Terminal controllers have been using Handbook 7110.8, and enroute controllers have been using Handbook 7110.9. As the anecdote above indicates, FAAers in the two options do have to relate to each other, but they do so from different paragraphs in comparable manuals, and there lies the rub. Beginning next month, the rub will vanish.

The Air Traffic Service is supplanting these two handbooks with the Air Traffic Control Handbook, 7110.65, effective January 1. This new tome will consist of 175 sheets for the basic handbook and 61 sheets for the quarterly revisions.

While the new book will be slightly larger than either of the original versions, it will be considerably more economical in paper than the combined total. In fact, it was the Administration’s request to all

agencies to conserve paper that launched the study that led to the new handbook. It became apparent that there was both a conservation and an operational need to proceed with the project. A survey of all tower and center facilities and Air Traffic Division offices completed this past spring showed an overwhelming endorsement of the proposal.

The result is a saving of about 10 million sheets of paper over a two-year period—a 40 percent reduction, a saving in printing costs of more than 40 percent and a reduction in total copies needed, producing a substantial savings in postage and handling.

From an operational standpoint, the new handbook provides full compatibility for the two air traffic control options and quick reference. Each paragraph, or procedure, is identified by its function—that is, terminal or enroute. Those paragraphs that are common to each are unidentified. As a result of the consolidation, duplication has been eliminated to the tune of 300 paragraphs that described identical procedures. Another feature of 7110.65 is a cross-reference index showing the existing handbooks’ paragraph numbers and their comparable new paragraph numbers. In addition, the bottom of each page carries the appropriate chapter number.

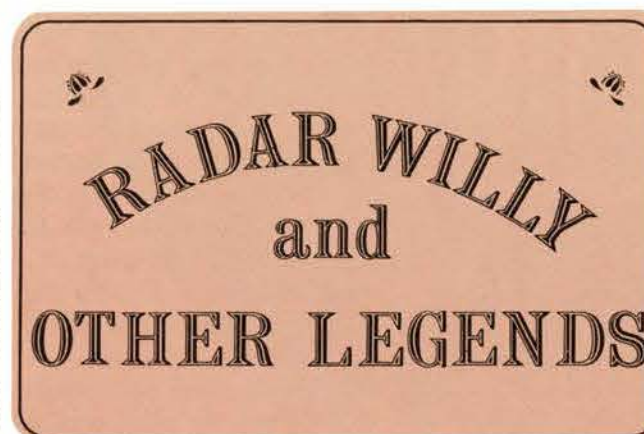
Next month, tower and center controllers will be able to confer quickly and efficiently, secure in the knowledge that they are on the same verbal wavelength.



A loaf of bread, a jug of wine and a good bit of nostalgic chatter are what reunions are made of. This was dinner hour.



Current O'Hare controller Bill Gratzke looks at an aerial map of today's complex at O'Hare. Above is a closeup of another map displayed that showed O'Hare before expansion, back in the 1950's before the huge growth in air traffic.



Twenty-nine years of aviation history separate them. Meeting at the O'Hare controllers' reunion are the present tower chief Pat O'Sullivan (left) and the tower's first CAA chief, George Niles, who held sway in 1946 after the agency took it over.



“O’ Hare Tower is not a facility; O’Hare Tower is a tradition.”

With those words, Pat O’Sullivan, the tower chief at the Chicago O’Hare International Airport, said it all for the more than 150 people crowded into the ballroom of the motel near the airport last Septem-

ber. His audience was made up of past and present tower controllers at the world’s busiest airport—controllers who consider themselves very special members of a very special breed, and they were having a reunion along with their wives and girlfriends.

It was their first reunion since the FAA took over the tower in 1946, and they came from all over the country, as far away as Hawaii and Alaska, to meet and talk with old friends, compare notes and tell Radar Willy stories.

The bar opened at 7:00 p.m., followed by a prime-rib dinner at 7:30, followed by a mercifully short ceremony. Don McCoy, one of the organizers, introduced O’Sullivan, who briefly and wittily thanked McCoy and his colleagues for their efforts, introduced a few of the more special O’Hare Tower veterans there and told why O’Hare Tower is the special place he believes it to be.

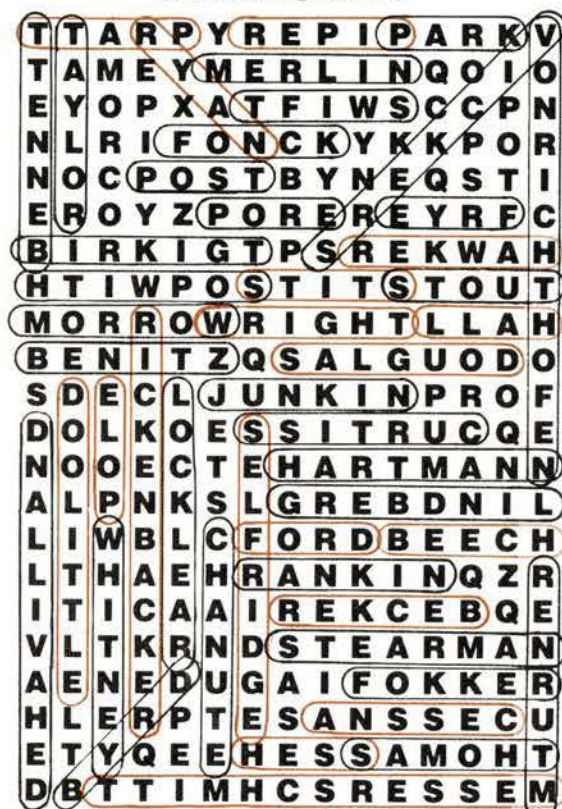
Then, the bar was reopened and the talk resumed. It was mostly about people—those who were there,

(Continued on Page 18)



## Word Search Answer

(Puzzle on page 12)



### HAVE YOU MOVED?

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

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**LABEL**

## RADAR WILLY (Continued from Page 17)

those who were not; who was doing what and where. Eavesdropping, you could hear:

"Who's missing from our class?"

"Joe What's-his-name. You know. The guy who always wore white shoes."

"Oh yeah. And who was the guy who wore a leather jacket all the time?"

In another conversation, a middle-aged controller said, with a touch of amazement, "I was looking at our class picture the other night, and we looked like a bunch of kids."

And there were the Radar Willy stories and Radar Willy himself. He is Willy Johnson, who has been an O'Hare controller for 18 years and, before that, a controller in the Navy for nine years. He doesn't know how he came to be known as Radar Willy. "It just sort of happened," he said, "and it stuck."

While he admits that he sometimes speaks his mind very bluntly, he declines credit for most of the Radar Willy stories. He confirms one of the more persistent tales, however, admitting that once he did, indeed, chew out the pilot of Air Force One for improperly setting the plane's transponder.

On the other hand, he denies authorship of an equally legendary one. That was one in which Radar Willy allegedly referred to a Boeing 747 as a "pig." When the pilot replied that that was no way to talk about a \$24 million airplane, Willy was supposed to have answered, "It's not my fault if the price of pork has gone up."

"I didn't do it," Johnson says, shaking his graying head. "I just couldn't possibly have said all the things that the Radar Willy stories say I said. I had lots of help from other people. Only, all the stories wound up being called Radar Willy stories."

About the reunion, Johnson said, "What is amazing tonight is to see all the people I trained. A lot of them went on to become tower chiefs and assistant chiefs."

Another special guest was George Niles, who was the FAA's first tower chief at O'Hare, when it was taken over from the military in 1946. Recalling that generation ago, he said, "We knew the traffic at O'Hare would grow, because, from the start, the plans called for two local controllers so we could have parallel approaches."

"And we had plenty of problems smoothing out those approaches, but we did it and we were the first. Still, nobody was expecting what we've got here now. It's a lot more than anybody expected."

What nobody foresaw was more than 665,000 operations a year in which more than 40 million people fly in or out of O'Hare. As O'Sullivan indicated, that's the kind of traffic out of which tradition and legend are made.

—By Fred Farrar

## HAVE A CHEESE BALL



As cold weather sets in, so does the entertaining season. Good food is a natural companion when good friends get together, and the wise hostess will be on the lookout for new taste sensations to intrigue her guests.

The trouble with recipes you pick up from friends, according to Helen Kuykendall, is that they get over-used among your own circle of friends, so she seldom makes a recipe the same each time and is constantly searching for some new delight. Mrs. Kuykendall, who is a member of the Special Activities Staff in the Office of the Administrator, has used the cheeseball recipe for some time and finds its appeal has not waned for husband Jerry and children Bob and Donna.

You can pay a pretty price for a 4-5-inch cheese ball in the store and not have it turn out as well as this conversation piece will. You can make it in advance of your party and keep it in the refrigerator for several days, and you'll find it freezes well, too.

### CHEESE BALL

4-oz. jar of English sharp cheese  
4-oz. bleu cheese  
12-oz. cream cheese  
1-tablespoon Worcestershire sauce  
1-teaspoon tabasco  
¼-teaspoon salt  
1-small crushed garlic clove  
½-cup chopped parsley  
1-cup chopped pecans

Mix one-half of nuts and parsley and reserve for later use.

Mix all other ingredients to a smooth consistency and chill so the cheese mixture can be rolled into a ball.

Roll the ball in the nut-parsley mixture and serve with crackers.



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## HEADS UP

### ALASKA

Dennis Markel was selected as general facilities and equipment technician foreman at Anchorage International Airport . . . The new GFET foreman at the McGrath Airport is George Bryson . . . Robert Schick got the nod as GFET foreman at the Nome Airway Facilities Field Office.

### NORTHWEST

Monte Gillespie has reported aboard as chief of the Tacoma, Wash., Industrial Tower . . . The new deputy chief of the Sea-Tac Tower is Dick Prang.

### ROCKY MOUNTAIN

The new chief of the Stapleton International Airport Tower in Denver is Temple H. Johnson.

### SOUTHERN

Selected as chief of the Balboa CERAP, Canal Zone, was Walter E. Denley . . . Robert F. Smith is the new chief of the Miami ARTCC, having moved from assistant chief at the Los Angeles Center

. . . Transferring from assistant chief of the Raleigh, N.C., Tower to be chief of the Asheville, N.C., Tower is Isaac E. Grove . . . Selected to be the deputy chief of the Knoxville, Tenn., Tower was systems programming specialist Jimmy Mills . . . Kenneth R. Macht has reported in as sector field office chief at Telfers Island in the Canal Zone . . . Larry Isaacs has been named chief of the Airway Facilities Branch in the Balboa Area Office . . . The new chief of the Columbus, Ga., Tower is Richard F. Allen from the Isla Grande Tower, Puerto Rico.

### SOUTHWEST

Ruben Ramos has been promoted to chief of the Galveston, Tex., FSS . . . The new chief of the Beaumont, Tex., TRACAB is John Mydlow . . . Selected as chief of the Ponca City, Okla., FSS was Carl Blythe . . . Larvano R. Grider has gotten the job of chief of the Riverside Tower in Tulsa, Okla. . . . Kenneth Friar has moved up to deputy chief of the Lubbock, Tex., Tower . . . A new assistant chief of the San Antonio, Tex., FSS is Harold Johnson . . . Robert Manley and Billy Lout have become assistant chiefs at the Addison, Tex., Tower . . . Gary Roach moves from Waco, Tex., to the Laredo, Tex., Tower as chief . . . Selected as chief of the region's Property Accountability Section was Bobby Stewart . . . George VanNatta has taken over the post of Procurement Branch chief . . . Charlie Sharp of the Dallas ACDO was selected as chief of

the Aeronautical Quality Assurance Field Office at Meacham Field, Fort Worth.

### WESTERN

Named chief of the Palmdale, Calif., Tower was Paul Baker . . . Howard Hinton got the job of an assistant chief of the Long Beach, Calif., Tower . . . The Phoenix, Ariz., TRACON has gotten Art Corwin, former Phoenix Tower chief . . . Frank Boone was selected as deputy chief at the San Francisco Tower . . . A new assistant chief at the Ventura County Airport, Calif., is Bob Burns . . . Barry Small was promoted to an assistant chief's position at the Hawthorne, Calif., Tower . . . Long Beach Tower chief Hal Federwisch has taken over as chief of the Reid-Hillview Tower at San Jose, Calif. . . . Transferred from the Livermore, Calif., Tower to the Sacramento, Calif., Metro Tower as an assistant chief was Wilbur Friend . . . Al Bailey got the nod as an assistant chief at the Santa Barbara, Calif., FSS . . . Two new assistant chiefs on board the Edwards AFB RAPCON are Mike Kearney from the Ventura Tower and Bob Newbry from the Palmdale, Calif., Tower . . . The new Flagstaff, Ariz., Tower is headed up by John Moore . . . A new assistant chief at the Montgomery Tower at San Diego, Calif., is Dave Fowler . . . Hank Whitney has moved from the Brackett Tower at La Verne, Calif., to the Orange County Airport Tower as an assistant chief . . . The new chief of the Las Vegas, Nev., FSS is Ken Secrist from Tucson, Ariz.