

APRIL 1976

FAA WORLD

Service to Man in Flight



**A
COLD
NOSE
FOR HOT
CARGO**



DIRECT LINE



Q I hear that the Civil Service Commission has come up with guidelines for the Fair Labor Standards Act. I've asked NAFEC payroll, but they haven't gotten the guidelines. When and if the guidelines are received, will eligible employees get the difference in pay?

A Yes. Non-exempt employees will be paid retroactively for FLSA overtime pay. Agency-wide instructions that were issued on April 23, 1974, April 30, 1974 and May 6, 1974 specifically provided that employees would get this. CSC has issued a number of instructions on implementing FLSA. Its FPM Letter 551-7 gave criteria to be used as guidelines for identifying executive, administrative and professional employees who are exempt from the FLSA overtime provisions. However, the status of a large number of FAA employees could not be determined without further clarification of this criteria. This guidance was received during the last week of February 1976. Instructions on FLSA overtime payments for employees who receive annual premium pay for standby duty and on the FLSA complaints procedures have not yet been issued by the commission. FAA is preparing instructions for implementing the FLSA overtime provisions.

Q In the near future, I will marry. I've been with the agency for many years and I don't want to change my name. In fact, I don't want anyone to even know that I am married. Would this break any law? I'd like to carry my husband on my health insurance, but I'd also like to carry myself under my present name. Would it be proper to send a change of health enrollment, explaining the reason under confidential information?

A The Comptroller General has issued a decision that permits a female employee, regardless of marital status, to use her maiden name on government records, providing that she uses the same name consistently on all such records. You certainly may carry your husband

on your health insurance. If you presently have self and family coverage, no action is required to include him. At the time a claim is submitted to the insurance carrier, you'll have to submit proof of the family relationship. If you now have no coverage or self-only, you'll have to submit a Health Benefits Registration Form, SF-2809. It's not mandatory that you list eligible family members here, but if you don't, the carrier will want proof each time you submit a claim for your husband. Although total anonymity can't be guaranteed, this form need be seen only by those persons in your servicing personnel and payroll offices who have the responsibility for processing insurance-coverage changes. So, to reduce future claim-processing delays, you may want to list your husband's name on the form. One other point. If your husband is also an FAA employee, you will have to comply with the agency's nepotism policy found in Order 3330.9 and complete Form 3300-9, "Record of Family Relationship."

Q A clearcut policy on requirements for sector manager positions needs to be established. They are classified in the 301 series, although there seems to be discrimination against those who are not in the 855 or 801 engineer series. This discrimination extends to the initial ranking procedure. It seems that the sector manager who has demonstrated managerial capability could rank lower than an engineer who may not have demonstrated his managerial skills. Also implied is that the sector manager becomes a better manager when he obtains his engineering degree. It also seems that the requirement to coordinate the selection with AAF-1 results in selecting officials being intimidated to select the way they believe AAF-1 would want them to. A study on how much engineering background is needed for sector manager has not been published. Why? Our technicians aren't motivated by a sector manager who plays with a calculator but by one who applies good management practices. They also would like to believe that the sector manager position is attainable without credentials that contribute little to the task at hand.

A The agency's qualification requirements for sector manager positions are shown in Appendix 11, Order 3330.1A. The sector manager is responsible for a highly technical organization, and for that reason, the initial ranking procedures provide credit for those candidates with more extensive technical/engineering experience and training. This is in addition to the required supervisory/managerial experience. Sector managers are key personnel—the top field managers in the Airway Facilities Service. Accordingly and in compliance with Order 3330.28B, their selection is coordinated with the AF Service director. A study has been conducted on whether
(continued on page 18)

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 here, in the bulletin-board supplement and/or by mail if you provide an address.

Better two-way communication in "Direct Line" is what it's all about.

FAA WORLD



APRIL 1976

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The cover:

Still the best bomb detectors are dogs. Here, Gator points his sensitive nose at an overhead luggage rack as his handler, Dade County, Florida, Deputy Sheriff Guy Duncan, checks out an airliner.

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-67; 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-130. You should not send regional change-of-address information to Washington. If you move from one region or center to another, you should submit your change of address to the region or center to which you move on Form 1720-9.

AVIATION SAFETY REPORTING PROGRAM

Because . . .

Safety Is
Everybody's
Business

U.S. DEPARTMENT OF TRANSPORTATION
Federal Aviation Administration

THE THIRD PARTY

**A means to better
safety reporting**

Maybe it's the times we live in. Or maybe it's an ingrained fear of getting too cozy with government agencies. Whatever the case, when FAA launched its Aviation Safety Reporting Program last April, promising to waive certain civil penalties to those who reported safety problems and conditions, there weren't a lot of people anxious to get on board.

One pilot wrote, "Do you think pilots are stupid enough to cooperate under your generous offer not to prosecute . . .? If they are, you have grounds to ground them for mental incompetence." While not typical of the approximately 1,500 serious reports received by FAA during the past year, it did express the skepticism of a few to buy FAA's argument that the purpose of the program is accident prevention not enforcement.

Deputy Administrator James E. Dow, who started the program when he took over as Acting Administrator last April, commented, "There was a feeling, I guess, that having an enforcement agency in

charge of a reporting program was like putting the fox in charge of the chickens.

"So, we had to look around for a better way to stimulate the free flow of information that is absolutely vital to a program of this kind," he said.

He had to look no further than across the street from FAA Headquarters—to the National Aeronautics and Space Administration, which last August agreed to take over the program. It will act as an independent third party to receive, process and analyze reports of unsafe conditions or practices filed under FAA's Aviation Safety Reporting Program. Unlike the earlier immunity program between 1968 and 1971 that was limited to reports of near mid-air collisions, the Aviation Safety Reporting Program is open to reports on any kind of safety problem from any person in the national aviation system.

The FAA/NASA arrangement got the solid endorsement of Dr. John L. McLucas, sworn in as FAA

*... open to reports
on any kind of
safety problem
from any person in
the system.*

Administrator Nov. 24, 1975, who said the reporting system should be a "great help in preventing accidents by getting valuable information from those who use the national aviation system on a daily basis."

The new system goes into effect on the fifteenth of this month. NASA has been getting things ready at its Ames Research Center in Palo Alto, Calif., to handle the some 10,000 reports it expects to receive there every year.

NASA became a likely candidate for the role of third party because of its work in developing better understanding of the human element in aviation accidents. As part of that effort, NASA has been working with certain airlines on a program where pilots report unsafe situations or conditions. It is strictly voluntary, has the blessings of management, and the pilots are assured of immunity from any disciplinary action. The information from pilots has been valuable for NASA and airline management in understanding human problems in aviation.

So, NASA looked like a natural for the job, Dow recalls, but the most important question still lingered: Would the aviation community feel comfortable reporting to a government agency? It wouldn't do any good to have the best-qualified group in the world, he reasoned, if the doubts about protecting anonymity persisted.

That concern quickly dissolved when FAA met with major users and operators of the National Air Transportation System last July and was assured there were no problems with NASA, as long as it kept FAA at arm's length.

"NASA made sure of that," says Larry Youngren, who has been manager of the FAA aviation-safety reporting program. "That's exactly the way we want it, because the key to this whole thing is providing anonymity and then convincing people of that. There seemed to

be no way we could convince them under our program."

NASA will benefit from what FAA learned from operating the program during the past year.

On its reporting form, FAA had asked for the reporter's name and signature. NASA will ask for that and an address, and phone number, too. How does that square with anonymity? "The reason NASA is asking for an address and phone number is partially because of our experience," Youngren said. "We found that in many cases, it would have been helpful to be able to pick up the phone and call the person for more information. The material in some reports is often so sketchy that there is no way you can take corrective action, if you don't have all the pertinent facts."

Dr. Charles E. Billings, who will manage the daily operation of the new reporting system for NASA, says that "the system has been designed to assure that information of a personal nature will be used only to get more necessary information, and we've set up a security review group whose job is reviewing the reporting system periodically to make sure the confidentiality of individuals is being protected." Billings is manager of the NASA Program on Human Factors in Aviation Safety at Ames Research Center.

The first person to see the report will be a NASA official who is an experienced pilot and attorney. He will determine whether the report contains information relating to a violation of Federal criminal statutes but will not look for violations of Federal Aviation Regulations (FARs). If there has been a criminal action, the entire report—with name, address and telephone number—will be sent to the Department of Justice. If a report contains information about an accident, then it will be sent to the National Transportation Safety Board.

"These are the only two circumstances where we cannot protect

*The key to this
whole thing is
providing anonymity.*

*... will not look for
violations of Federal
Aviation Regulations.*

a person's identity," Billings said, "because the law very clearly does not allow it."

But, under ordinary circumstances, after the legal review, the report will be sent to a group of analysts with aviation experience in each of the major areas of aviation, who will be working for NASA under contract. For example, if a report is about a pilot safety problem, it will be given to an analyst with pilot experience.

The analyst reviews the report first to see if there is a need for more information. If not, he tears off that section of the report with the name and other personal identifying factors and sends it to the NASA employee in charge of stamping it with the official NASA seal, dating it and returning it (along with a fresh reporting form) to the person who submitted it.

"There are a couple of reasons for this procedure," Billings said. "First, we want to reassure the person that his or her anonymity is being protected. But also, say that FAA finds out about an alleged violation from other sources and starts enforcement action. If a person can produce the tear-off sheet proving that the incident had been reported to NASA, FAA in most cases will not pursue the matter any further. So, when we ask that people fill out all of the items on the reporting form, it's for their own protection, too."

"There is an exception to this," Youngren said. "When FAA discovers an alleged violation from an independent source and it constitutes reckless operation, gross negligence or willful misconduct, FAA may take enforcement action, even though the incident was reported."

Lew Still (center), the Aviation Safety Reporting Group's FAA specialist in air traffic, helps Larry Youngren of FAA's safety program (right) pinpoint reported problems on a map. Dub Driver (seated), the group's airway facilities expert, punches data from reports into a computer terminal that is linked to a central computer in Rockville, Md.

The only other times a report does not go through regular channels is when an analyst spots something he thinks is critically important to safety and possibly needs immediate correction. In that event, the report—without personal identifying factors—will be examined by a special review group of representatives from NASA, before information is sent to FAA or elsewhere for a closer look by a qualified specialist.

Once any of these reports has been screened, analyzed and "depersonalized," it is well on its way to becoming grist for the computer that will be retrieved by NASA later to prepare quarterly reports. NASA will also prepare special statistical reports—trends analyses and the like—upon the request of FAA or other aviation groups.

For the last few months, there have been posters in various FAA facilities around the country encouraging participation in the Aviation Safety Reporting Program, because, as the poster says, "Safety is Everybody's Business." If that doesn't move some people, it might be worthwhile to point out that the postage on the reporting forms found in abundance at all FAA and other aviation facilities is paid for by NASA. At today's cost of stamps, that might just help.

—By Jerry Lavey



It's for their own protection, too.

NASA will prepare special statistical reports.



Out of the mouths of babes often comes not so much elemental truths as total confusion with the adult world. All too often, a teacher who thinks he's getting the message across gets responses that show vivid imaginations at work on truths only dimly seen by the children.

What follows are the unintentionally comic remarks of schoolchildren in the collection of Missouri teacher Mike Collins. They are excerpted from an article in the September/October issue of Western's World magazine, published by Western Airlines:

The Wright Brothers first flew on a Kitty Hawk.

The first lady aviator was Kitty Hawk.

Orville Wright was born in 1871, supposably on his birthday.

[The Wright Brothers] both lived in the pre-me times.

Question: On his first flight, how long was Wilbur Wright in the air? Answer: I'm not sure. Five feet something with his shoes on.

The Wright Brothers made their first flight in 1903. 1903 was really in the 20nd century but everybody was behind the times in those days.

In aviation history there was

first the Wright Brothers, then Lindbergh, then on to now.

Charles Lindbergh is the most famous person in flying history and so are the Wright Brothers.

Charles Lindbergh was the first to fly to Paris alone. He did it by the airplane method.

When they asked Lindbergh if he would like to fly to Paris, he rolled his eyes and flashed his teeth and said sure.

A straight line is the shortest distance between two points unless you are going with Lindbergh to Paris. Things are different there.

Spinning jennies were flying jennies that did not work.

People talked about flying in balloons for centuries. Finally there was enough hot air to get them off the ground.

Roger Wilco invented the language of communication.

The three principal crewmen on a plane are the pilot, navigator and percolator.

The navigator figures out the latitude and the longitude. Latitude tells him where he is and longitude tells him how long he can stay there.

In a uniform or not, Baron von Richthofen was a dashing figure.

I know what a sextant is but I had rather not say.

A visa is a passport that lets a person fly to another country. For round trips, you need a visa versa.

A gyroscope is something only encyclopedias know for sure.

Back in 1924 eight men tried to fly around the world, but they only ended up where they started.

Floyd Bennett comes from the year 1926. He is a famous aviator few people have ever heard of.

During the Twenties people started walking on airplane wings and the like. I know it is crazy, but this was before television or anything so what else was there to do?

In ramjets the air rushes out when the fuel is ignited. So would anybody.

Jet planes fly faster but helicopters can fly straight up and down, so it is about six of one and one for all.

Airplane has a plural known as squadron.

Euclid thought out how to make geometry help people to fly. He was born in the 300s and died in the 200s. That is another thing he thought out how to do. He thought out how to do it by using B.C.s.

The North Star is, as a matter of fact, almost straight north. This is quite a coincidents.

Our Mother Earth has small poles and a large equator because of the termendious speed as she hurdles through the space. Since we are along for the ride, we too tend to be flat at our poles and round at our equators.

Through the years, people have guessed that Venus might be inhabited by women, dragons or other strange creatures.

Some people can tell what time it is by looking at the sun but I have never been able to make out the numbers.

So far planes have only been able to fly in circles of no more than 360 degrees. This could be the next big breakthrough in air travel.

So, now we know!

Federal Notebook

PAY PLAN PAUSES

The Rockefeller Pay Panel's recommended changes are not expected to move at least until after the November elections. In fact, the House Post Office and Civil Service Committee voted against the caps on white and blue collar pay increases for this October, as well as the elimination of the one percent annuity add-on. Instead, the committee favored eliminating it only by making pension adjustments five months earlier than is now the case. The committee did approve revising definitions of secretarial and computer operator jobs in pay comparability studies and using a weighting system in pay comparisons.

HATCH NOT HATCHING

Although the revisions to the Hatch Act to permit Federal employees to actively participate in politics has gotten the nod in both houses, it's not expected to make it into law this year. The President is expected to veto the measure, and the Senate's margin in passage was not enough for an override.

DOWN, FOR A CHANGE?

Hearings have been held on a bill sponsored by Rep. Richard White (Tex) that would exempt Federal health insurance contracts from some states' more restrictive requirements. If the bill--HR 12114--passes, it could lower premium increases by five percent or more in future years.

MEN MAY BE UNTIED

A government arbitrator ruled in a union grievance that, in most cases, requiring male Federal employees to wear neckties is an unreasonable requirement, that their absence would not have any adverse

effect on their performance, co-workers, clients or the public. The union did not argue against wearing ties at meetings, in public relations activities or out-of-agency contact--only in the office. Although this involved one union and one agency, some see this as a beginning government-wide.

MERIT SYSTEM REFORM

Rep. David Henderson (NC), chairman of the House Civil Service Committee, has sponsored a bill--HR 12080--that would prohibit employees or officials from handling any personnel action other than on the merit of the individual involved; make it illegal to consider recommendations on hiring or other personnel actions from Congress or state, local or political party officials; give CSC investigators access to all personnel files and give CSC the authority to issue regulations on the competitive service; and set up an independent Federal Employee Appeals Board to handle adverse actions and discrimination and Hatch Act complaints.

GAO LIKES UNCOLA

The General Accounting Office wants to substitute pay rates pinned to local private sector pay for cost-of-living allowances in Hawaii, Alaska, Guam, Puerto Rico and the Virgin Islands. Until Congress acts on this, GAO wants COLA applied to take-home pay and be adjusted for marital status.

POTPOURRI

- The bill to restore annual leave lost because of unwarranted or unjust action has been signed into law.
- The House Civil Service Committee has approved a bill to grant court leave as administrative leave.

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

KEEPERS OF THE FLEET



Early morning muster on the ramp.

A Sabreliner gets hungry at midday and makes a fuel stop.



At day's end, a mechanic gives a Boeing 727 a shower.

From dawn until dusk and then some, the Aircraft Services Base at the Aeronautical Center in Oklahoma City tends to the needs of the aircraft of the FAA Academy and the fleet of the Flight Inspection National Field Office

(FINFO) that is based there.

Every day, the mechanics perform line maintenance and launch about 40 aircraft. What's unique about their operation is that they're working on 15 different types of planes, while matching the performance of similar commercial shops in achieving an average 95 percent on-time departure rate.

The versatility of the base's mechanics and avionics technicians can be seen in their handling whatever comes at them. Just prior to a complete overhaul of an FAA Convair 880 recently, they were called on to provide avionics maintenance support for a Chilean DC-3, modify four small general-aviation aircraft and equip an Air

Force C-130 with a flight-inspection laboratory. Servicing a variety of aircraft is not their only claim to versatility but also working on sophisticated aircraft and avionics systems.

A typical day begins before sunrise in removing aircraft from the hangars, completing a daily inspection of them and fueling, cleaning and launching the aircraft between 7:00 a.m. and 10:00 a.m. The training aircraft used by the academy make as many as four separate flights each day, with each requiring variations of line servicing. The last flight of the day may not end until flight-training needs have been met. It's certainly not a dull day.

When day is done, the work isn't inside an Aircraft Services Base hangar.



FACES and PLACES



BRIEFING NEW FAMILY—Southwest Region librarian Jo Ann Choate started the new year off with a new family. Here, she shows adopted daughters Michele and Monica how regional library is set up. Photo by Dave Teeter

THE CONFLICT ALERT STORY—Chicago ARTCC area officer Ernest E. Grob explains to CBS television viewers about the new conflict-alert system now operating in the 20 domestic centers. The system provides controllers with predicted flight-path separation for aircraft flying at over 12,500 feet and alerts them to possible conflicts.

Photo by W. E. Holtsberg



CIVIC-MINDED—Bennie F. Harris, assistant principal operations inspector at the San Jose, Calif., GADO, was awarded a certificate of appreciation by Brig. Gen. O. C. Metheny, chairman of the San Francisco Bay Area Federal Executive Board, for his civic activities, which includes providing recreational experiences for a mentally retarded child.



MR. FIXITS—Eastern Region Director Duane Freer presents special achievement awards to regional and JFK AF sector personnel for restoring an ILS and approach lighting system in under 36 hours after a departing aircraft demolished them. From left to right are Charles Bradley, George Quagliariello, Bernard Stone, Peter Striano, Jr., Peter Stramara, Merrill Tullis, Ben Robertson, Ben Mlawski, Jack Erickson, Melvin Watine and Robert Goldman. Not present for the photograph were Albert Dumman, Pompeo Della Rocca and Raymond Perez.



PRESIDENT WELL MET—When Pres. Gerald Ford arrived at Grand Junction, Colo., enroute to Vail for skiing, he was greeted by (left to right) John McCormack, Airway Facilities sector manager; Edward R. Marvin, FSS chief; and Frank M. Baca, tower chief.



RED BARON DEALS—Gene Kropf (center), western Region public affairs officer, donated 950 of the more than 1,000 model airplanes he has built over the last 18 years to the Department of Aeronautics and Transportation of Mt. San Antonio College in Walnut, Calif. On hand for the ceremony were Region Director Robert H. Stanton (left) and Dr. Thomas J. O'Connor, vice president of the college.



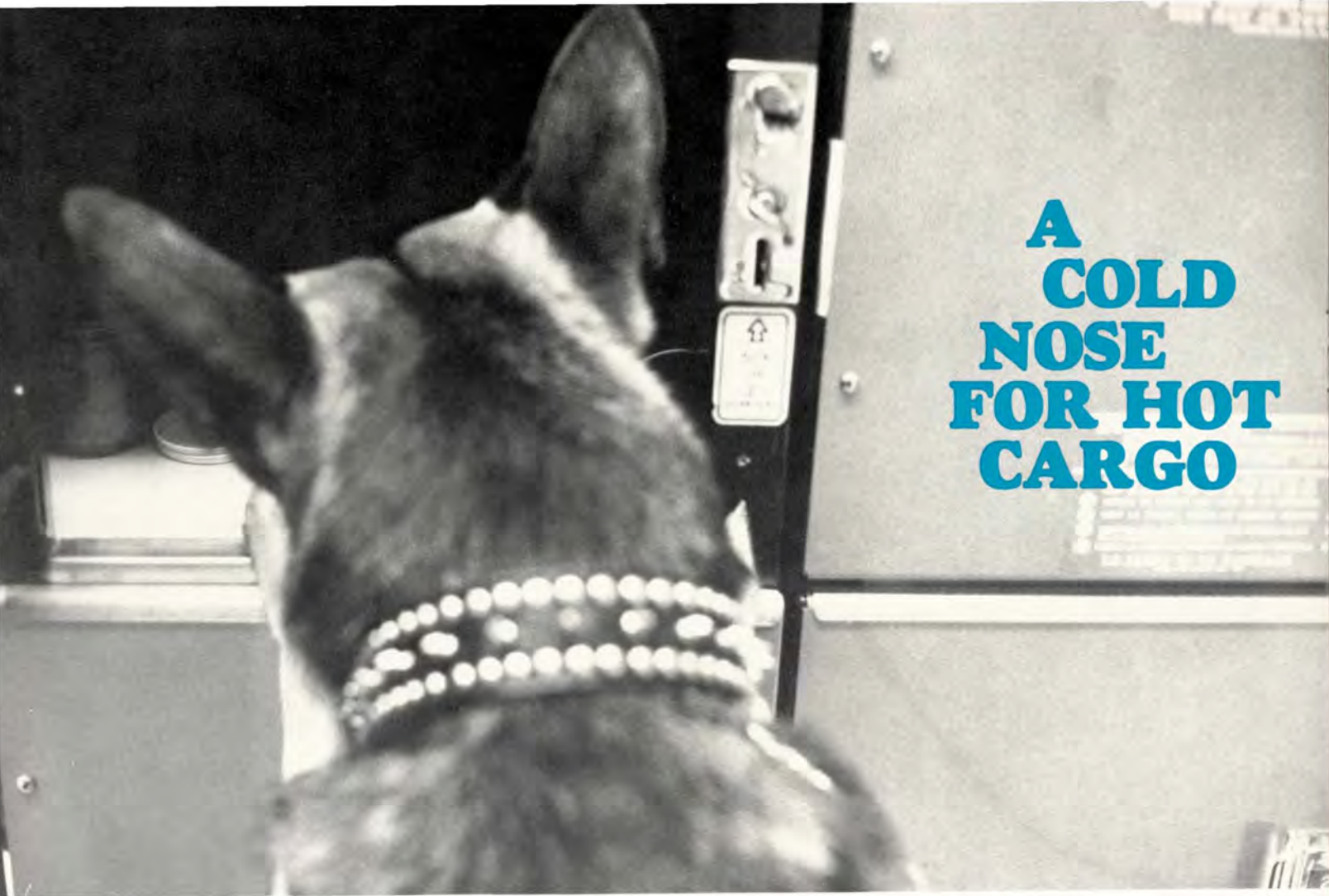
THREE FOR FAA—Administrator John McLucas talks to Kathy Turbeville Turner, clerk-steno in the Southern Region Airway Facilities Division, and her father, Gene Turbeville, military liaison specialist at the Atlanta ARTCC, who, as a member of the Georgia Army National Guard, was aircraft commander for the UH-1 helicopter that took the Administrator from the Atlanta FSS to the Atlanta ARTCC.



RADIO WEATHER—Specialist Dave Mendenhall (foreground) of the Ukiah, Calif., FSS calls in an aviation weather forecast to radio station KUKI, while assistant chief Keith Shippee handles a pilot pre-flight briefing and Mel Grimsell (seated) mans the inflight radio. The forecasts are taped for morning broadcasting by the station.

THE WRIGHT SPEAKER—The principal speaker at the Colorado Wright Brothers Memorial Foundation fourth annual awards banquet was Gen. Daniel "Chappie" James, NORAD commander, introduced by George Douglas (right), national president of the Air Force Association. Dave Olds (center), Rocky Mountain Region public affairs officer, is founder and president of the foundation, which fosters aviation education and aviation safety in the public schools.





A COLD NOSE FOR HOT CARGO

Gator sniffs into the darkness of a suspicious airport locker.

Their names are Dorn and Gator and they work for a pat on the head and a chance to play with a rubber ball.

They are on call 24 hours a day and they sometimes get tired and even bored with their work.

They were trained by the Air Force, paid for by the Law Enforcement Assistance Administration, and work for the Dade County (Florida) Public Safety Department. But their primary responsibility is to Miami International Airport and the FAA.

They also have what might be called Noseworthiness Certificates.

Dorn and Gator, obviously, are dogs—with the important distinction that they have been trained to sniff out explosives. And as such, they have become of increased importance in the wake of the bomb-

ing at LaGuardia Airport last December 29 that killed 11 persons.

In his report on the results of a study by a government/industry task force on how to increase airport security that was ordered by President Ford after the blast, FAA Administrator John L. McLucas told Transportation Secretary William T. Coleman, Jr.:

"Technology has not yet been able to come up with a mechanical 'sniffer' that can compete with the nose of a trained dog, and, therefore, we intend to increase the use of explosive-detection dogs."

Dorn and Gator and their handlers are one of 18 teams of explosive-detection teams now working for local police departments at major airports throughout the country under a program conceived and established by the FAA. Six

more police departments will be getting dog teams soon and negotiations are underway with other police departments that are interested in participating in the program.

The program is co-sponsored by the FAA and the Law Enforcement Assistance Administration, with the FAA's Civil Aviation Security Service running the program and the Law Enforcement Assistance Administration paying for the training of the dogs and their handlers by the Air Force. The local police departments, in turn, are allowed to use the dogs in other police work with the understanding that the local airport has first call on the dogs' services.

The dogs are trained to search airplanes as well as airports, and the teams are located throughout



Dade County, Florida, deputy sheriffs unload their living explosives detectors at Miami International Airport from specially fitted police cruisers for checking empty jetliners on the ramp.

"At first I thought he was being fooled by the residual smell from the first one. But I let him go and he found it. And it was a lot better hidden than the other one."

The Public Safety Department credits Gator's nose with saving the lives of the 62 persons and the crew who were scheduled to take the plane to Nassau. Gator got his usual reward of a pat on the head and a brief romp with the rubber ball that Duncan always carries with him.

When they are working, and they often work long hours, Dorn and Gator are given a 15-minute break every hour. And this has been known to cause some raised eyebrows.

Deputy Sheriff Charles Welden, Dorn's handler, explained that the dogs do get tired and bored, too, particularly when they don't find anything. "So we give them a break every 45 minutes and take them away some place and play with them or let them rest, depending on what they want to do.

"And when they go back to work they're more alert and more interested in what they are doing.

"But during one search," Welden continued, "an airport employee saw us resting the dogs and called to complain.

"He was very irate, saying 'we've got a bomb threat in here, and those policeman are out there on the grass playing with their dogs.'"

Dorn and Gator are both German Shepherds, and they weigh 95 and 100 pounds, respectively. And it is clear that both are a lot of dog when they get up on their hind legs to sniff out a locker in the airport or an overhead baggage rack in an airplane.

German Shepherds are used exclusively in the program, because they combine the best combination



Deputy sheriff Duncan slackens Gator's leash to permit him to sniff the overhead rack in an empty aircraft.

the country so that no aircraft in flight is more than one hour from an airport at which it can be searched if a bomb threat is received. Plans call for this to eventually be reduced to half an hour.

Between March of 1973, when the program was begun, and last December 1, the dogs have made 638 aircraft searches, in the course of which they sniffed out 13 explosive items.

One of these occurred last November 27 when Dorn and Gator were called on to make a search of a Bahamas Air jet at Miami International Airport.

A maintenance man who had been assigned to fix a reportedly malfunctioning toilet in the aircraft removed a panel behind it and found what appeared to be a bomb.

An explosives expert from the Dade County Public Safety Department confirmed that it was a bomb and disarmed it. Dorn and Gator were then brought aboard to search for other possible bombs.

It was Gator who found the second hidden explosive. "He wouldn't get away from the toilet area," said Guy Duncan, a Dade County deputy sheriff and Gator's handler.

Gator pauses to double-sniff a Miami terminal locker while hunting for explosives that may be concealed there.

The reward for diligent work are affectionate pats from handler Duncan and a chance to sport with a rubber ball.



of stamina, sense of smell, intelligence and threat factor. The latter is important when they are doing other police work. For in addition to being trained to detect explosives, they also are trained attack and patrol dogs. Very few of the people the dogs are called on to track are tempted to move when one of the dogs corners them and makes it clear in his own way that he wants them to stay where they are.

On one occasion, Gator cornered an armed-robbery suspect in a warehouse, and the suspect stayed riveted to the spot until Duncan and other police officers arrived to arrest him. He still had the gun when he was arrested but he had made no attempt to use it on the dog.

Under the program, the Law Enforcement Assistance Adminis-

tration pays the Air Force to train the dogs and their handlers. After that, it is up to the local police departments to house, feed and care for them and provide a specially modified police car for each dog and his handler.

It also is required to provide regular training sessions to maintain the dogs' proficiency levels. The dogs are periodically checked by Air Force inspectors who certify in writing that their noses are as keen as ever and that they still know their work.

The cost to a police department is about \$25,000 year, including the salary of the handler. The cost to the LEAA of training the dog and the handler is more than \$5,000.

Dorn, Gator and their handlers are probably one of the more experienced dog teams in the country,

because the Miami airport gets more bomb threats than most others as a result of its location and the intensity and nature of political activity there.

According to Leonard Peterson, chief of the FAA's Air Transportation Security Field Office in Miami, the dogs are invaluable. "They are extremely helpful and effective," Peterson said. "And because of the high level of activity here, the police are requesting an additional dog and handler."

Lt. Fred Tagtmeier of the Dade County Public Safety Department said that the department could easily use another dog team and even two more. "We get more requests than we can possibly handle, and we have to turn down all but the most urgent."

Meanwhile, Dorn and Gator remain on call 24 hours a day. And when they aren't working, they go home with their handlers. What do they do there?

"They play with our kids," Welden said. "We have a special collar that we put on them when they're working; as long as they have that on, they know they're working."

"But when that collar comes off, they know they are on their own time. Then they are just like other pets. They love to play with the kids and the kids love to play with them."

—Story and photos by Fred Farrar

A BLIMP ASSIST IS A BIG AFFAIR

There are perhaps 3,600 flight assists handled by FAA facilities each year, but it's a blue moon when a facility gets one like Albany, N.Y., Approach Control did.

"Albany Approach, Albany Approach, this is the Goodyear Blimp November Ten Alpha. Do you hear me? Do you hear me, over?"

Conditions in the Mohawk Valley were typical for unstable weather in advance of an approaching cold front, and weather cells were visible on radar in all quadrants. The winds were over 45 miles per hour, and visibility was occasionally below half a mile in heavy rain.

Radar controller Frank Clifford responded, asking for their flight conditions. "Albany, we are in a thunderstorm and almost flat out of control! Can you give us a heading that will get us out of this and into a clear area?" Albany's ARTS III radar showed the blimp America to be 35 miles northwest of Albany and in a climb from 4,000 to 6,500 feet. Clifford gave them a heading of 130 degrees.

It became apparent that the America needed not only a steer but a ground crew to haul her in. Her own ground crew was somewhere between Albany and Utica. But her sister ship, the Mayflower, had been based at Albany for a week, and her ground crew was still there. The trouble was that the America was now over the Sacandaga Reservoir and was being vectored to Glens Falls Airport 25 miles away, the only possible landing site. Albany Approach intended to keep the blimp moving with the storm in clear air as much as possible, since it was completely closed in with weather cells.

Initially, attempts to contact the America's ground crew were futile, but the Mayflower crew was advised of the situation and started on their way.

At this point, with several aircraft plus the blimp on his frequency, lightning caused a voltage surge that knocked out the radar antenna. As the sweep slowed to a sickening stop, Clifford took one last look at the location of the America and the weather cells. With the America still 20 miles out, a direct course appeared to be the most weather-free approach. For the next 14 minutes, there were only voice communications.

The state police finally located the America's ground crew, but it was two hours away from Glens Falls. A check of the fuel aboard the blimp indi-

cated a reserve of about two hours and 20 minutes. If everything worked—if the weather held—if the wind subsided—if the visibility would allow the crew to see the ground—if there was no hail, etc.: If all these factors were favorable, then perhaps there would be 20 minutes to spare.

The telephone rings again. The state police report that the Mayflower crew has just passed a point 30 minutes from the Glens Falls Airport. While relaying this to the America, the crew reports to Clifford that the mast used to secure the Mayflower at Glens Falls will not be strong enough for the bigger America. Clifford finds out that it will take 22 people on the ground to hold the airship.

Then the radar starts up again, showing the America to be 10 miles south-southwest of the Glens Falls VOR. The position of the blimp in relation to the weather cells around it and the fact that a heading to intercept the instrument approach could not be maintained became the next problem.

Clifford, who had been working this radar position for nearly two hours, was about to be relieved by Bill Phoenix, who, along with Steve Stone, Jr.; Louis Rybak; Hudson Cushman, Dick Deso, Bob Titus and John Sawicki, had been assisting and coordinating with Joel Hamm in the Glens Falls FSS.

Then the radio crackled, "Albany Approach, November Ten Alpha; we can see the ground, can we start our descent?" A radar vector to the final approach was attempted, but due to the type of equipment and the wind, it was impossible. With the ground in sight and the airship in radar contact, it was agreed that a series of headings to the airport would be best.

Suddenly radar contact was lost, but moments later the Glens Falls FSS had the airship in sight 200 feet over the airport. But Albany Approach was having trouble sending messages to the America, because they had to be relayed via the FSS, and the Mayflower ground crew was busy working out an alternative plan for securing the blimp.

It was now three and a half hours since the first worried transmission from the America, and yet another call is received by Albany Approach Control. It's the Glens Falls FSS with a NOTAM: "Glens Falls Runway 12-30 closed; the Goodyear Blimp America has been secured to a bus on the east end of the runway!"

Safety Action Team Blitzes State



There's a mixed marriage of talents in Portland, Maine, that's a lulu. Bill O'Connell, an FAA accident prevention counselor, is a former crop-dusting and airline pilot, a World War II Marine pilot with three Distinguished Flying Crosses, a ship captain for a passenger ferry and a tug-boat pilot. His wife, Nancy, is a former horse-shoer, horse trainer, newspaper stringer, political campaign organizer and now a student of criminal justice.

Nancy O'Connell pins an FAA "safety pin" tie-tack on Maine Gov. James B. Longley after he was made an honorary accident prevention counselor. Observing are (left to right) Portland GADO chief John Van Horn, APS Elwyn Barnes and husband and accident prevention counselor William.

CENTRAL

Wayne A. Smith was selected as chief of the Wichita, Kan., Tower . . . Ray K. Stevens was named chief of the Des Moines, Iowa, Tower . . . The new chief of the Manhattan, Kan., FSS is Orval Aakhus . . . Taking over as deputy chief of the St. Louis Tower is Bill Winnett . . . Promoted to chief of the Lincoln, Neb., Airway Facilities Sector Field Office was Richard Holloway . . . Robert Baird is a new assistant chief at the Des Moines, Iowa, FSS . . . Gerald Davis got the nod as chief of the Dodge City, Kan., FSS.

EASTERN

Donald Schultz moves up to assistant chief at the Buffalo, N.Y., Tower . . . Jerome Racine has transferred in as chief of the Elmira, N.Y., FSS in Horseheads, N.Y. . . . John Conrad has gotten an in-house promotion to an assistant chief's slot at the Wilkes-Barre, Pa., FSS in Avoca, Pa. . . . The new chief of the Hagerstown, Md., Tower is James Miller of DCA . . . Selected as deputy chief of the Philadelphia National Tower was Everett Simon . . . Irving Greenblatt and William Perry were named assistant chiefs at the Charleston, W. Va., Tower.

GREAT LAKES

Robert Hake has been selected as chief of the Akron-Canton, Ohio, Tower . . . Dick Ketterman, has been tapped for chief of the Toledo, Ohio, Tower . . . David Sense has been named chief of the Youngstown, Ohio, FSS . . . Jim Harrison got the nod for an assistant chief's post at the Rockford, Ill., Tower.

HEADS UP

NORTHWEST

George Schwab was selected as chief of the Operations Section, Flight Standards District Office 61 . . . Now on board as the new public affairs officer is David H. Myers from the Central Region.

PACIFIC-ASIA

Patsy Y. Morita has been named the region's first full-time Federal Women's Program coordinator.

ROCKY MOUNTAIN

Ray Lansbery has transferred into the Salt Lake City, Utah, ARTCC as deputy chief . . . Thomas S. Westall of the Fargo, S. D., GADO has been selected as the regional accident prevention coordinator . . . Patricia Jones has been named chief of the La Junta, Colo., FSS . . . The new chief of the Pueblo, Colo., Combined Station/Tower is Bob Bertelson.

SOUTHWEST

Paul Revel moves over to assistant chief at the El Paso, Tex., FSS . . . Jack Taylor was selected as manager of the Fort Worth Center AF Sector . . . Aboard as the new chief of the Dallas-Fort

Worth TRACON is Harold Doebler . . . Another new assistant chief at the El Paso FSS is Patrick Lieurance . . . The Dallas FSS has taken on James Nausky as an assistant chief . . . Eugene Wabnitz was selected as deputy chief of the Tulsa International Airport Tower . . . Ronald Forgey was named an assistant chief at the Lubbock, Tex., Tower . . . Taking an assistant chief's slot at the Tulsa, Okla., FSS was Dean Haney.

WESTERN

The Ventura, Calif., Tower has a new assistant chief in Bob Burns . . . Long Beach's James "Barry" Small has reported in as an assistant chief at the Hawthorne, Calif., Tower . . . Bill Parker transferred into the Prescott, Ariz., FSS as an assistant chief . . . The Las Vegas FSS has gotten a new assistant chief in the person of Stan Stoll . . . Reported in is the Bay TRACON's new deputy chief, Ken Lux . . . Joe Steinmetz was selected as an assistant chief at the Reno, Nev., Tower . . . John Grady got the nod as an assistant chief at the Fullerton, Calif., Tower . . . Napa, Calif., Tower's new assistant chief is Gary Stinebaugh . . . John Hardwick has moved on to the post of assistant chief at the Sacramento, Calif., Tower . . . John Fisher has been promoted to deputy chief of the Edwards AFB RAPCON . . . Bill Schloo got the job of Merced Tower chief . . . On board as chief of the Ontario, Calif., TRACON is Knobby Owens . . . Dell Larsen is the new assistant manager at the Long Beach, Calif., Sector . . . Bill Morley is in his new job as assistant chief at the Davis-Monthan AFB RAPCON.

What they share, among other things, is a love of flying and a concern for aviation safety. How that concern manifested itself won't be forgotten for quite some time by FAA and others in the field.

For about a month, the O'Connells dropped their daily routines and launched a voluntary safety blitz of the Pine Tree State. With the blessing and guidance of FAA officials, the pair literally set up shop in the Portland GADO and orchestrated a promotional campaign for all of Maine's 16 counties on the virtues and importance of aviation accident prevention.

What the duo accomplished in that one month has been described as "remarkable" by officials at the Portland GADO and at the New England Region headquarters. They:

- Convinced Gov. James B. Longley to proclaim an aviation safety week, the first time one has been observed in New England.
- Placed the theme, "First on the Highways, Now in the Skyways—Maine Sets the Pace for Safety" in print and broadcast news media throughout the state in connection with the governor's proclamation.
- Arranged broadcasting of O'Connell-developed public-service spot announcements on aviation safety by virtually all Maine radio and television stations throughout the month.
- Issued a variety of press releases in conjunction with the GADO that emphasized the importance of aviation safety.
- Conducted proficiency flight tests on Maine notables, including its secretary of state. Bill handled the inspection duties, while Nancy acted as "advance man" in getting information on the event to the press.
- Appointed the governor an honorary accident prevention counselor with the cooperation of the GADO. The appointment was made in the presence of the Maine press corps at the State House.
- Coordinated radio and television talk shows in which FAA personnel discussed the agency's accident prevention program.

Rather than crowing about their successful effort, the O'Connell's heap praise on the FAAers they worked with in the Portland GADO. "Without their help, we could have accomplished nothing." The "they" are GADO chief John Van Horn and accident prevention specialist Elwyn Barnes.

But the O'Connells' efforts have not gone unnoticed. Region Director Quentin S. Taylor sent a letter of appreciation and presented them with an award.



HE WHO LAUGHS LAST . . . Remember those TV commercials in which a nervous, uptight individual screamed, "I'd rather do it myself," and ended up with Excedrin Headache No. 17? Well, something like that happened not long ago at the Portland, Ore., airport when an airline captain elected to use a runway turnoff that is difficult for large aircraft to negotiate. The ground controller suggested that the pilot taxi to the next turn off, but the pilot responded by saying: "Tower, I can do this all by myself." A few seconds later he had one set of wheels buried in the mud, and the ground controller came back on the radio with the following question: "Do you need a tug, or can you pull that out all by yourself?"

ONE OF OUR AIRCRAFT IS MISSING . . . With the supersonic Concorde receiving all kinds of publicity, some people in Oklahoma City have been chiding FAA for junking its own SST. Although the agency's supersonic vehicle was only a plywood mock-up of the old Lockheed SST design, Oklahoma City Chamber-of-Commerce types saw it as a potential tourist goldmine. After all, they noted, a sharp midwestern promoter bought the Boeing SST mock-up, shipped it to a museum near Disney World and has been turning a pretty penny ever since. The Lockheed mock-up, meanwhile, was used by the agency for passenger-evacuation tests and then left out until the elements rendered it unevacuation-worthy. The monster then was broken up for scrap lumber and trucked off to feed fireplaces all over the Sooner State. One gets the feeling that the anti-SST lobby would like to do pretty much the same thing with the Concorde.

YESTERDAY'S HEROES . . . Walter Mayberry of the Harrison, Ark., Flight Service Station recently received the Purple Heart for wounds suffered when he was shot down over Germany in a B-17 more than 30 years—and a couple of wars—ago. Sounds like somebody in the Pentagon really fouled up the paperwork, but the explanation is a bit more prosaic. It seems Walt never applied for the medal after being sprung from a German POW camp at war's end. He was in too much of a hurry to get home. But last fall, he decided the medal would be nice to have, so he filed an application, along with corroborating evidence, and received the decoration in December. Now when the kids ask, "What did you do in the war, Daddy?" he can show them.

Volunteers Spark Pilot Dialog

Boy, if this isn't dedication to the agency above and beyond, I don't know what is," puffed ATCS Bob Picken, as he maneuvered the last chair into place and patiently awaited the next truckload of 500 more chairs from a local high school. About a half dozen Lansing, Mich., Tower controllers volunteered their own time to get the new Capital City Airport hangar set up for their first Pilot/Controller Forum, sponsored jointly by FAA and PATCO.

Assistant tower chief Zonnie Fritsche emceed the program, which was opened by Capt. Bob Rubens of the Air Line Pilots Association, who discussed the role of air carriers and general aviation. Lansing controller Jim Conar-ton, co-chairman of the forum with Fritsche, covered the new radar numerics system at their facility, and Paul Derr of the Grand



More than 800 turned out for Lansing's first Pilot/Controller Forum held in the new general-aviation hangar at Capital City Airport. It was co-sponsored by FAA and PATCO.

Rapids, Mich., GADO, gave a presentation on aviation safety.

Participants in the forum included Lansing controllers Greg Clements, Herb Dommeyer, Tim Hartley, Merwin Hayes, Doug Horuczi, Ken Huston, Jim McJunkin, Dennis Nash, Bob Purcell and Harold Pierce. Tower chief Ray Kerwin and secretary Karen Sell took care of the administrative work. Lansing FSS chief Walt Brown and specialist Dave Durkee discussed FSS functions, assisted by Bill Hettler and Jerry Fricke of the Saginaw, Mich., FSS. Immigrating from Ohio were Ed Zacovic and Frank Lydick of the Cleveland Center for laying bare air traffic control procedures and other center functions.

A variety of static displays lined



Lansing FSS specialist Dave Durkee (left) and Saginaw specialist Jerry Fricke highlight FSSs' role in aviation safety to interested visitors.

the walls of the hangar and the ramp outside, including airplanes and helicopters.

duties and get more points than if they remained in staff positions. I recommend paragraph 2d be revised to give credit on an equal basis. If you've earned it, you should receive credit.

AWe've studied the situation and do not agree there's an inequity here. For example, paragraph 2 states that points will be awarded based on the highest level attained. Therefore, when an applicant holds a facility staff position, such as EPDS or DSS, for a year or more, he would receive eight points, even though he may later return to a controller position. Paragraph 2d then gives additional credit for individuals who receive points as full-performance-level controllers, if they have performed the functions listed.

DIRECT LINE (continued from page 2)

the technical requirements are such to restrict the position to professional engineers. The evaluation is not complete, and that's why the results have not been released.

I believe there's an inequity in the Southern Region Merit Promotion Program Supplement 3, Order 3330.1A, App. 3, 2d. To get credit, it's necessary to be assigned as a full-performance controller. If you're assigned to a staff position, temporary or permanent, and bid on a position, you can't receive this credit. Thus, many controllers aren't broadening their knowledge, since they can complete one year in a staff position, return to control

EDITORIAL

Participate In Safety Reporting

Atlanta FSS Deputy Chief Elmer Brothers and specialist Vivian Lee demonstrate new AWANS console to the Administrator



This month a program begins that I believe is vital to the integrity and improvement of the national airspace system. Many of you already have seen the Aviation Safety Reporting Program posters spotted around the country to encourage participation in the program. I want to stress my unqualified support for it.

The success of the program depends on our getting reports on system errors and unsafe conditions or procedures from the people who use the system. But it is unrealistic to expect people to report such shortcomings if they fear reprisals against themselves or others. Anonymity, therefore, is vital.

So, as the story on page four of this issue details, we have arranged for the National Aeronautics and Space Administration to administer the program as an independent third party. This reporting system is now open to everyone. It is my hope that FAA employees also will take advantage of the program, secure in the knowledge that their anonymity will be protected.

I urge all of you to help make the Aviation Safety Reporting Program a success.

John L. McLucas

JOHN L. MCLUCAS
Administrator

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On a clear day, Waco, Tex., tower controllers can see almost forever, or so it would seem. For, on certain days in the winter, if they look to the west, they can see Brownwood just above the horizon . . . upside down. Though more than 110 miles away, the mirage makes it look only a score of miles away. The same holds true for Fort Worth to the north some 70 miles distant and for Fredericksburg more than 130 miles to the southwest. The National Weather Service relates that the mirages are caused by a bending of light waves or reflections bouncing off the division between air masses during temperature inversion. The photo was shot on 35mm film with a 3X telephoto lens.

Photo by Ray Juarez

