

FAA WORLD

JANUARY 1977

In
Review



Q For more than just the \$27 involved, I would like to know the correct interpretation of the regulations on permanent-change-of-station travel-time computation. When returning from an overseas assignment, I claimed three-quarters of a day travel, having left my old duty station at 10:30 a.m. and arrived at my new duty station at 9:30 p.m. Departure and arrival times were more than 30 minutes from the beginning or end of a quarter, as required by 1500.6, para. 723, but I was only allowed one-half day. I believe that 1500.6, para. 724d applies, as per the attached. The region, on the other hand computed the travel by a system similar to para. 724c, which pertains to TDY travel.

A Your conclusion that para. 724d applies in this travel situation is correct. This subparagraph applies to permanent change of station travel and requires the total enroute time (11 hours in this case) to be divided by six to determine the fractional portion of a day for which per diem is payable. The entitlement in this situation is two quarters, which you were paid. Unlike TDY travel payments, a minimum of one quarter will be paid for PCS travel of less than 10 hours. The pie-chart illustration you referred to on page 7-7 of Change 5 of the order does not apply to para. 724d, since it is a part of para. 724e on travel of more than 24 hours.

Q Recently, while attending a course at the Management Training School, the superintendent appeared on the classroom television monitor and announced a new dress code for students. The code requires that all students must wear ties "or go home." He appeared obviously concerned that FAA managers, supervisors and executives attending a course without a tie would denigrate the academic institution. What is interesting, however, is that female dress was not an issue. Women can evidently wear slacks, dresses, etc.; however, men must wear a tie. Men's fashions being what they are today—namely, the leisure suit and leisure clothes being fashionable and acceptable in the business world—one would ordinarily believe that a tie would not be necessary at MTS. Moreover, with 100° weather and when a tie is not required by one's own region and may not be the mode of dress in that part of the country, I wonder why such a policy should exist.

A Your reasoning is fine, but the statements of fact are off base. The FAA Management Training School and the dress code you refer to date back several years. There was and still is concern that an image as managers be maintained by the supervisory and managerial workforce at this school as elsewhere. As a result, a dress code was included in the MTS Student Handbook as "normal business attire, shirt and tie, is appropriate for attendance in the classroom." This had been the policy for five years and, while the superintendent was seeking to update the policy, he could only state the existing—not new—policy verbatim from the handbook in his video welcome to the incoming classes. He had made no statement concerning non-compliance ("or go home"). In recognition of the changing times and values, the fact that there were FAAers attending non-managerial special courses at the MTS and the differing requirements in the regions, management issued a new policy on Sept. 17, 1976 (after your experience), that eliminated the reference to shirt and tie. The superintendent says that ties are no longer required and leisure suits are proper attire. Women's mode of dress is now more in consonance with this policy.

To those Southwest Region employees who wrote concerning the recent controller classification problem and threatened slowdown, we appreciate your position but obviously cannot publicly discuss this sensitive labor-management issue here. This is not a proper forum for a management response.

Q Several years ago, I altered my birth certificate so I could enter military service. Should my records be corrected prior to reaching retirement age?

A It is impossible to give an unqualified "yes" or "no" answer to your query based on what you've told us. There is no question that you must fully meet both service and age requirements to receive an annuity based on optional retirement. As a result, any annuity that is based on an invalid eligibility could be jeopardized at a later date. This might be a possibility if there are any other public records indicating your true age. It is advisable for any employee to provide the personnel office with evidence to correct erroneous information contained in his or her official records.

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EDITORIAL

Lindbergh: His Character Feeds Our Spirit

FAA Administrator McLucas pauses on his tour of the Pacific-Asia Region to view the grave of Charles A. Lindbergh at the Kipahulu Church on the island of Maui, Hawaii.



Mention Charles Lindbergh and one's mind automatically turns to that overcast morning 50 years ago when, as an unheralded 25-year-old former airmail pilot, he climbed into the "Spirit of St. Louis" and roared off across the Atlantic. That's the event riveted in everyone's mind. Yet, then as now, it is the man and not his flight that really fascinates us. The flight, in point of fact, had little intrinsic significance, although I would be the last to deny the heroic proportions of his achievement. Others had flown the Atlantic before Lindbergh, and still others followed him across in a matter of days. But who today remembers these ephemeral heroes, those fleeting figures who have long since passed from the public consciousness?

We remember Lindbergh. We remember him not so much for what he did but for the way he did it. He went alone, and that fires our imagination. But more importantly, through some mysterious process, he marked his feat with a touch of nobility—a nobility that sprang directly from his inner character. Lindbergh was not a strutting, posturing, flamboyant figure. He was shy, and his every act spoke of an inner modesty, sincerity and

simplicity. And I was struck by that simplicity when I recently visited his unadorned grave. The American public embraced him, I suspect, because he mirrored those human qualities that it held most highly.

But all this does not fully explain how a modest, soft-spoken young man could create such excitement—how he could electrify a crowd by his mere presence. Perhaps the answer lies in our early romance with aviation. Or perhaps it was the age; Lindbergh may have filled some emotional void in Americans of the 1920s. But all this is only part of the answer. The other part lies with Lindbergh himself, for in addition to those aspects of his character that are readily definable, he possessed another aspect—a special undefinable, quality that set him apart from other mortals. It is this aspect of the man that still draws us to him today.

John L. McLucas
JOHN L. McLUCAS
Administrator

NATIONAL AIRSPACE SYSTEM

YEAR IN REVIEW

CLOSING OUT THE FIRST 50

In the year that America celebrated its 200th birthday, FAA marked its own 50th anniversary and the 40th year of Federal air traffic control.

As the Bicentennial Year began, FAA had just completed installation of conflict alert in all 20 Air Route Traffic Control Centers in the continental 48 states. This add-on function to each center's computer program predicts the flight path of IFR aircraft two minutes into the future and flashes an alert on the radar scope if a potential traffic conflict is foreseen. By June, conflict alert was refined to be effective down to 12,500 feet at most centers.

While continuing to capitalize on computers for further enroute ATC automation, the agency awarded an \$11.2 million contract in November to the Raytheon Company for back-up equipment for the centers' automated systems. Called Direct Access Radar Channel (DARC), the equipment will automatically continue the display of aircraft information tags—alphanumerics—on the radar scopes if the enroute center's primary system fails or is shut down for maintenance. Delivery of DARC equipment is expected to begin in 1979.

In other ARTCC developments, nine Central Control and Monitoring Systems were installed during the year. These computerized devices keep an eye on the center's electrical, mechanical and fire-alarm systems, alerting technicians in case of trouble. They also conserve power by turning off or reducing power to certain equipment at off-peak times.

At the Jacksonville Center, the 20th and last Power Conditioning System was installed in August. These systems maintain constant levels of commercial electricity before feeding it to the center's critical equipment. They also provide all essential electric power in the moments between a commercial power failure and start-up of the center's emergency generator.

As improvements moved full steam ahead in the 20 automated centers, a twenty-first at Great Falls, Mont., closed down forever on June 6. Great Falls was the last of 10 centers phased out over the past 15 years in the agency's enroute ATC modernization program. The center's 73 employees either transferred, retired or remained at other FAA facilities in Great Falls.

In the terminal-control arena, the first Minimum Safe Altitude Warning Systems (MSAW) were commissioned at the Los Angeles tower on November 5 and the Dulles tower on November 29 after three years of development. This computer program, destined for installation at all Automated Radar Terminal System (ARTS III) sites, automatically sounds an alarm and flashes the warning "LOW ALT" on the radar scope if an aircraft reaches, or is predicted to reach, an unsafe altitude in the airport terminal area. The controller may then warn the pilot. All 63 current ARTS III systems at airports are slated to have MSAW by mid-1977; a 64th system will go operational at the new N.Y. TRACON in 1979.

Determined to improve still further on the ARTS III success story, FAA awarded a \$36.7 million contract to Sperry Rand Univac Division for enhancement of the ARTS III systems. In 29 locations, enhancement will include tracking with alphanumerics of aircraft without transponders, the continuous recording of ATC opera-

tions and the ability to keep the system operating on a reduced level if components fail. Enhancement deliveries are expected to begin this fall and be complete by early 1979.

The contract also provides an ARTS III system for the N.Y. TRACON, for which ground was broken at Mitchel Field, Long Island, in July, and four EARTS (Enroute ARTS) systems, for the San Juan, Honolulu and Anchorage Centers and Nellis Air Force Base in Las Vegas. The EARTS systems, which

will put alphanumerics on their scopes, will be delivered by 1978.

A new 225-foot control tower equipped with ARTS III was dedicated at William B. Hartsfield Atlanta International Airport on September 27. The new tower replaced a structure in use since 1961.

Looking to future demands on the ATC system, the agency awarded an \$11.9 million contract to Texas Instruments for the development of DABS—Discrete Address Beacon System. DABS will allow ground equipment to

instrument panel for the flight crew.

Flight service station modernization continued to move ahead in 1976. In February, the Washington FSS moved to a spacious new home in Leesburg, Va., in the same building as the ARTCC. The new automated Washington FSS will become a prototype "hub" FSS, in which the functions of several outlying flight service stations will be consolidated. Plans were made to close the Charlottesville and Richmond, Va., FSSs in mid-1977 and provide their services from the Washington hub FSS. No specialists will lose jobs in the consolidation. Meanwhile, a contract was let to E-Systems, Inc., for a sophisticated computer data system, scheduled to become operational this February in the Washington FSS. This system is AWANS—Aviation Weather and Notice to Airmen System—the same type of installation under test at the Atlanta FSS since July 1975.

Elsewhere on the FSS front, the agency ordered 800 high-speed keyboard/display units and related equipment for installation in FSSs across the country. These units can receive information as fast as 3,000 words per minute, compared to 100 words per minute on existing teletype-writers.

The agency also added a major new service at 26 flight service stations—the Enroute Flight Advisory service, EFAS, which was first begun at four West Coast FSSs in 1972. The EFAS specialist provides airborne pilots with the most up-to-the-minute weather information available. EFAS is slated to be operational at 44 FSSs across the country this year, completing the program.

FAA took delivery in 1976 of its first prototype Microwave Landing Systems for testing at NAFEC. This long-term development program is nearing a climax with the expected adoption this September of a worldwide standard MLS by the International Civil Aviation Organization.

After a lapse of one year, the Airport Development Aid Program (ADAP) got underway again with a flying start, following the passage of

legislation in July renewing the program for five years. In only 29 working days, the Office of Airports Programs processed airport development aid grants that totaled \$416.3 million covering Fiscal Year 1976 and the transition quarter to September 30, thus making up the one-year hiatus when no grants were issued. The renewed Airport and Airways Development Act provides \$5.6 billion for airport aid and some major FAA expenses for Fiscal Years 1976-1980. The law also provides for a demonstration program in which four qualified states may administer ADAP funds for development of their general aviation airports. The states selected are: Arizona, Pennsylvania, Michigan and South Dakota.

AVIATION SAFETY

The Office of Aviation Safety, headed by Marion F. Roscoe, was officially established during the year. In December, this office was designated FAA's focal point for handling responses to National Transportation Safety Board recommendations, which are to be given prompt attention and full consideration on a priority basis. The office also coordinates the full range of FAA safety activities.

April 15 not only marked the day income tax returns were due, but also the assumption by the National Aeronautics and Space Administration of management of the reporting system for FAA's Aviation Safety Reporting Program. The program provides FAA with information about aviation safety problems before they can cause accidents, while carefully protecting the identity of people who make the reports.

FAA focused a good deal of attention during the year on aviation's historic adversary: the weather. The agency zeroed in on wind shear and thunderstorms, which can be especially hazardous during approach and take-off, when airplanes are close to the



interrogate and receive a reply from a single beacon transponder aboard an aircraft, instead of from all aircraft transponders in the area. This will help eliminate the problem of overlapping and garbled transponder replies from many aircraft in heavily-trafficked airspace. Transponder signals are translated by computer equipment into aircraft identity and altitude symbols on radar scopes. DABS also can be used for data link—sending a message which is automatically displayed on a cockpit

ground and have less time to recover from turbulence. In conjunction with the National Oceanic and Atmospheric Administration (NOAA), FAA installed sensing devices at Dulles and Chicago O'Hare Airports to detect wind shear. Data from the devices are being used to learn what kind of equipment can reliably detect wind shear. In other test programs, NOAA expedited predictions of wind shear and thunderstorms in the vicinity of several East Coast airports to FAA, which relayed the information to pilots.

At O'Hare Airport, an experimental computer-based Wake Vortex Advisory System began predicting the absence of wake vortices along aircraft approach and departure paths to permit safe maintenance of aircraft separation distance at three miles. The system gave promising results.

In March, FAA announced a proposed five-point aircraft separation-assurance program. Basically, the program reaffirms the agency's policy of using the ground-based air traffic control system for collision avoidance. The program involves continued enhancement of ATC automation; possible expansion of requirements for altitude-reporting transponders on aircraft; possible increased use of IFR flight plans; and development of the Beacon Collision Avoidance System (BCAS) and Intermittent Positive Control.

At NAFEC, the agency pursued development of BCAS after deciding that the Airborne Collision Avoidance System (ACAS) was not a promising method. BCAS listens in on signals from existing aircraft transponders to compute the collision hazard and flash a message in the cockpit. ACAS would require all-new airborne equipment.

By December 31, all major U.S. airlines met FAA's deadline for having operational Ground Proximity Warning Systems on all turbine-powered aircraft. GPWS triggers both visual and aural alarms in the cockpit if the aircraft flies toward the ground, descends

too quickly on approach or fails to climb after takeoff.

In a continuing effort to update aircraft and operating safety regulations, the agency sponsored the first in a series of new regulatory reviews, subject: air taxis. This November conference in Denver brought together agency officials and hundreds of industry participants. On the heels of this meeting, FAA announced a conference for this March on structural fatigue in transport-category airplanes. These more frequent conferences on specific safety issues are being held in place of the Biennial Airworthiness and Biennial Operations Review Conferences to provide a more streamlined forum.

In an effort to prevent possible misunderstandings, the agency published an air traffic control glossary of over 600 terms and phrases which became part of the controller handbook and also was made available free to pilots between June and December. Four times larger than a previous version, the glossary is included in Part 1 of the Airman's Information Manual.

The Concorde supersonic transport began passenger service from London and Paris to the U.S. on May 24 with flights to Dulles International Airport. Transportation Secretary Coleman allowed the flights for up to 16 months on a trial basis with close environmental monitoring by FAA. At the end of the period, a decision will be made whether to permit permanent SST service to the U.S. Trial flights to JFK Airport in New York also were permitted, but did not begin in 1976 due to a prohibition by the Port Authority of New York-New Jersey.

On September 10, the perfect 45-month record of no successful U.S. airliner hijackings was spoiled when a group of five political terrorists commandeered a scheduled New York to Chicago TWA flight. After the hijackers were captured in Paris, it was learned they had only fake weapons made from innocent-looking materials and did not try to bring real weapons aboard the plane at LaGuardia Airport because of strict security procedures. Airline and airport security measures required by



FAA rules prevented at least five possible other hijackings during the first six months of the year, according to FAA data.

In other anti-hijack developments, the agency instituted a new requirement, effective April 15, for selective screening of checked luggage going aboard airliners at all U.S. air carrier airports. The agency also stepped up efforts to encourage greater security awareness and training of airport and airline personnel. In addition, the agency pursued improved ways to detect explosives in aircraft and cargo and began tests of an automatic X-ray



machine intended to sound an alarm when it detects explosives in luggage.

In November, two major new programs were launched to combat aircraft noise and save energy. Secretary Coleman and Administrator McLucas jointly announced that all large jet aircraft in domestic service must meet noise standards of FAR Part 36 within six to eight years, starting Jan. 1, 1977. Airplanes which do not now comply with the rule must either be modified ("retrofit") to meet it, or be retired per this schedule. In December, DOT began consultations with industry on methods to finance retrofit or replacement of noisy aircraft. The Aviation Noise Abatement Policy also foresees new and more stringent noise rules for new-design aircraft and a noise rule for supersonic transports.

A new feature of the ADAP law will be used to provide funds for purchase of land near airports for compatible use with aircraft noise, and for noise-suppressing actions and equipment at airports.

FAA also announced a new "Local Flow Air Traffic Management" program aimed at safety, noise reduction and fuel-saving. Implementation begins this spring and should be extended by 1978 to all airports serving turbine-powered aircraft.

PEOPLE

Once again, FAA air traffic control specialists in towers, centers and flight service stations "talked down" thousands of distressed aircraft to safe landings during the year. From July 1975 to June 1976, flight saves totaled 3,196, with 4,998 people on board the airplanes involved. The flight save breakdown: 1,422 by FSSs; 1,312 by towers; and 462 by enroute centers.

Controller job classification to determine new pay grades was the big personnel story in 1976. Although this effort caused some heartaches and anxiety in the agency, at year's end, the picture had brightened considerably. The Civil Service Commission released its draft standard in September, but Secretary Coleman and Administrator McLucas deemed the draft "unacceptable" because it would have resulted in downgrading an estimated 6,000 controllers, and it did not provide for any upgradings to GS-14 for journeymen controllers. Both FAA and the Professional Air Traffic Controllers Organization submitted recommendations to CSC for revision of the draft classification to better reflect the complexity of air traffic control work.

In November, the commission announced its support for upgrading controllers to GS-14 at eight or nine of the busiest ATC facilities, as well as upgradings to levels below GS-14 in at least 22 other facilities, with only a small number of downgrades at a few other facilities. The final CSC controller classification report was due out this January 15.

As 1976 began, so did mandatory training for tower and center controllers at the FAA Academy in Oklahoma City. All new controllers joining the agency take the four-month course after spending two weeks in their assigned facility for familiarization. Only those trainees successfully completing each phase of the Academy course may continue as developmentals.

In the field, all 20 domestic enroute centers began the use of radar simulation for controller training. The controllers train on spare radar displays which are hooked up to each center's

computer, which in turn, generate simulated radar targets and aircraft data tags that look just like the real thing. The simulation training lasts from four to six weeks.

Several Headquarters offices, in cooperation with the regions, began a study to produce a standard organization order for flight service stations. The team is reviewing staff requirements, methods of strengthening FSS supervision and the adequacy of training support in FSSs.

On November 1, a new two-year contract between FAA and the National Association of Air Traffic Specialists became effective. NAATS represents some 3,700 nonsupervisory flight service station specialists.

Airway Facilities employees picked a union to represent them nationally in a mail-ballot election held last spring and certified in October by the Department of Labor. The Federal Aviation Science and Technological Association/National Association of Government Employees (FASTA/NAGE) won exclusive representation rights for some 7,700 nonsupervisory AF employees in most of the agency.

Also in the AF arena, a new national order, the Airway Facilities Career Planning Program (Order 3410.12) was issued in April. This document helps AF employees in career planning by combining all pertinent material in one place.

The Executive Development Program, which began in 1972 as a method of grooming selected agency employees for top FAA jobs, was unveiled in revised form in the spring. In October, 14 candidates were selected after careful screening of all applicants, who must be at the GS-15 level. In its new form, the program emphasizes the selection of candidates with a proven record of managerial ability and potential for executive leadership. Development assignments are more tailored to each candidate's needs than in previous years' programs.

—By Don Braun

The morning after each New Year bespeaks more than one kind of headache. While aspirin or assorted other concoctions may do for the effects of one-too-many, there's not much help for the more universal pain that comes with an IRS Form 1040. Although filing an income tax return this year may result in a lower tax liability for the average salaried employee, the filing itself will be more troublesome because there's a whole new set of rules to follow, thanks to the Tax Reform Act of 1976. **FAA WORLD** will not attempt to cover all the provi-

you'll be happy to know that the increased minimum standard deduction of \$1,700 for single persons and \$2,100 for couples has been made permanent this year. It's \$1,050 for married taxpayers filing separate returns. If it's to your advantage, you can figure your standard deduction at 16 percent of your adjusted gross income, but no more than \$2,400 for singles, \$2,800 for joint returns and \$1,400 for separate returns. They've also upped the general tax credit that was begun last year as an anti-recession measure. You now can

payments, you could only claim them if you itemized all of your deductions. Starting next year, the deduction can be taken on your adjusted gross income and even though you take the standard deduction. There are several changes on the retirement scene, all but one of them a plus. That one is sick pay. You will no longer be allowed to exclude from your income up to \$100 per week when you are sick. Only individuals who are out on disability retirement who are totally and permanently disabled will be permitted that exclusion,

THE TROUBLE WITH JANUARY

Government's Payday Looms

sions of the law nor the finite details. We will present those changes that are likely to have the widest impact among **FAAers**. For detailed information, read the tax packet mailed to you by the Internal Revenue Service, the booklet "Your Federal Income Tax," available free from your local District Director of Internal Revenue or consult a tax accountant. To begin with, the new law makes it clear that taxpayers are required to put their Social Security numbers on tax returns. In fact, it empowers the states and local governments to use Social Security numbers to identify people for tax purposes, welfare, drivers' licenses and car registrations. If you don't itemize your deductions,

take off from the taxes owed \$35 for each personal exemption you're entitled to, other than those for age or blindness, or two percent of the first \$9,000 of taxable income, whichever is greater. Another plus is for those who believe in job mobility—an increased deduction for moving expenses, but it doesn't begin until next year's return. The old deduction limit for moving expenses of \$2,500 has been raised to \$3,000, with the portion of this attributed to pre-moving househunting trips and temporary living expenses upped from \$1,000 to \$1,500. At the same time, the law decreased the minimum distance for the move to 35 miles more than the previous commuting distance. If you've been stuck with alimony

and then it will be reduced dollar-for-dollar for incomes above \$15,000. The Retirement Income Credit is now termed a Credit for the Elderly. The maximum base of the credit has been raised to \$2,500 for a single person 65 or older or for a joint return where only one spouse is over 65 and to \$3,750 for joint returns where both partners are 65 or over. Such income is minus Social Security or Railroad Retirement income. The credit, which covers all other income (like earnings, dividends and interest), is 15 percent. Except for the raised income base, the provisions for public retirees under age 65 are generally the same as under the old law. Another benefit of the tax reform that benefits the elderly involves the

Single Person			
Gross Income	1975 Tax	1976 & 1977 Tax	Change
\$ 5,000	\$ 408	\$ 367	\$ -41
\$ 7,500	\$ 907	\$ 814	\$ -93
\$ 10,000	\$ 1,452	\$ 1,331	\$ -121
\$ 12,500	\$ 1,966	\$ 1,816	\$ -150
\$ 15,000	\$ 2,519	\$ 2,369	\$ -150
\$ 20,000	\$ 3,754	\$ 3,604	\$ -150
\$ 25,000	\$ 5,200	\$ 5,050	\$ -150
\$ 30,000	\$ 6,820	\$ 6,670	\$ -150
\$ 40,000	\$10,485	\$10,335	\$ -150
\$ 50,000	\$14,635	\$14,485	\$ -150
\$ 75,000	\$25,010	\$24,860	\$ -150
\$100,000	\$35,385	\$35,235	\$ -150

Married Couple—No Dependents			
Gross Income	1975 Tax	1976 & 1977 Tax	Change
\$ 5,000	\$ 174	\$ 134	\$ -40
\$ 7,500	\$ 584	\$ 528	\$ -56
\$ 10,000	\$ 1,054	\$ 948	\$ -106
\$ 12,500	\$ 1,513	\$ 1,395	\$ -118
\$ 15,000	\$ 1,969	\$ 1,849	\$ -120
\$ 20,000	\$ 2,975	\$ 2,855	\$ -120
\$ 25,000	\$ 4,110	\$ 3,990	\$ -120
\$ 30,000	\$ 5,408	\$ 5,288	\$ -120
\$ 40,000	\$ 8,483	\$ 8,363	\$ -120
\$ 50,000	\$12,080	\$11,960	\$ -120
\$ 75,000	\$22,375	\$22,255	\$ -120
\$100,000	\$32,750	\$32,630	\$ -120

Note: Tax computations assume all income is earned and those with incomes below \$10,000 do not itemize and have to use the tax tables. For incomes of \$10,000 and over, it is assumed itemized deductions equal 17% of income or the minimum standard deduction, whichever is higher.

Married Couple—Two Dependents			
Gross Income	1975 Tax	1976 & 1977 Tax	Change
\$ 5,000	\$ 300*	\$ 300*	—
\$ 7,500	\$ 220	\$ 168	\$ -52
\$ 10,000	\$ 709	\$ 651	\$ -58
\$ 12,500	\$ 1,141	\$ 1,113	\$ -28
\$ 15,000	\$ 1,579	\$ 1,519	\$ -60
\$ 20,000	\$ 2,540	\$ 2,480	\$ -60
\$ 25,000	\$ 3,630	\$ 3,570	\$ -60
\$ 30,000	\$ 4,868	\$ 4,808	\$ -60
\$ 40,000	\$ 7,838	\$ 7,778	\$ -60
\$ 50,000	\$11,345	\$11,285	\$ -60
\$ 75,000	\$21,565	\$21,505	\$ -60
\$100,000	\$31,940	\$31,880	\$ -60

*Represents a refund under the earned-income provision.

capital gains tax on the sale of a residence. Persons 65 or older who sell their home (one time only) next year may exclude the first \$35,000 of the adjusted sale price in computing their gain. This year, the exclusion is \$20,000. The final "golden age" benefit doesn't concern you as long as you work for the government or are covered by a company pension plan. This is an increase in the Individual Retirement Account (IRA), which also provides what might be called a "housewife pension." The IRA bank account permits you to sock away up to 15 percent of your income tax free, as before, but now it's up to \$1,750 if your spouse isn't working and has an interest in that account. This may apply for your family or for work after retirement. The new rules on child care are pluses for most people. Instead of being able to deduct your child care expenses, you are now entitled to a 20 percent non-refundable credit of employment-related expenses that total no more than \$2,000 dollars for one child or \$4,000 for two or more. The maximum allowable credit is \$400 for one or \$800 for two or more. The law allows one spouse to work only part time, makes the credit available to divorced parents who have custody of children and no longer imposes a reduction in benefits for increasing income. The effect of the new child care provisions will be to lower the taxes owed by lower-income families, say—up to \$15,000—and by high-income families—above \$50,000. Between those incomes, the new rules will likely reduce child-care benefits. The law provides some procedural improvements, as well. Mathematical or clerical errors may be corrected under summary assessment procedures. If you receive a notice of tax due, you must be given an explanation of the error and be allowed to request and receive an abatement, or elimination, of the assessment for 60 days while you file an appeal. In addition, on next year's return, if IRS computed your return and made an arithmetic error, IRS is authorized to abate the interest on an amount due

for 30 days after they notify you that you owe more money. Until now, it didn't matter who prepared the return—an amount due after April 15 included penalty interest. Optional tax tables based on adjusted gross income are out. The tables will be based on taxable income for those with not more than \$20,000 of taxable income. This procedure was designed to eliminate confusion and errors, although the taxpayer will have to make the subtractions for exemptions and deductions. So far, you've had mostly the good news. Now comes the bad news. If you've had a windfall at the races, lotteries, etc., you'll no longer have a chance to use all that money before Uncle Sam gets his share. If you win big from any organized operation—that is, more than \$1,000 where the odds were at least 300 to 1 or \$5,000 or more in a state lottery—20 percent will be withheld. Withholding is not applicable to such winnings as from slot machines or bingo. Moonlighting loses its glow at home. Under the new law, the costs of an office at home are no longer deductible, whether for free-lancing or taking work home, unless that part of the house is exclusively and regularly used for the business purpose. If you store clothes there, for example, it's lost its exclusivity. In effect, this type of deduction is almost totally eliminated. Tax deductions on rental vacation homes have been tightened. To deduct depreciation and other costs beyond merely offsetting the rental income, you have to show that you did not occupy the vacation home for more than 10 percent of the total rental days or for more than 14 days, whichever is greater, and that it was rented for more than 15 days. Two much-discussed provisions were dropped from the bill. One would have provided credits for college-tuition expenditures; the other, credits for money you spent to save energy, such as for the installation of storm windows and insulation. Finally, what hasn't been changed—the date by which you must file your income tax return. It's still April 15.



STILL LOOKING GOOD—Robert Hensleigh (in the cockpit) receives the congratulations of Southwest Region Director Henry L. Newman on the 30th birthday of his North American Navion, the first one to roll off the assembly line. The original owner, Hensleigh hosted a party for his plane, which is now legally an antique. He still flies it regularly. Accident-prevention specialist Gary Lavendar looks on.



KEY PERSON—Teena Phillips (left), secretary of the Ontario, Calif., Tower and FSS, accepts the National Health Agencies' Keyperson of the Year award from Civia Cohen, director of the Inland Empire Arthritis Foundation and San Bernardino County chairperson for NHA.

HAIL TO A CHIEF—Administrator John L. McLucas (left) congratulates Siegbert B. Poritzky after swearing him in last fall as the new Director of the Office of Systems Engineering Management.



ON THEIR WAY—Region Director Robert Ziegler hosts the first four women selected in the Pacific-Asia Region's Upward Mobility Program: (from the left) Josephine Lee, Personnel Management; Doris Noda, Administrative Management; Dolores Kunitomo, Air Transportation Security; and Leonis Karratti, Logistics.



HE GETS THE POINT—It's all in the family as John E. Berta, FAA liaison officer to NORAD at Peterson AFB in Colorado, receives a framed petit point of the FAA emblem in full color from his daughter, Mrs. Janet Hall. The 130-hour project was accomplished for his birthday last fall.

FACES and PLACES



THE NAFEC STORY—Don Marion (with camera), chief of Audio-Visual Services for DOT's Office of Public Affairs, discusses the filming of aerial views of NAFEC with a Coast Guard helicopter crew member, as DOT production specialist Roger Fair (left) and NAFEC motion picture production specialist Jack Hanlon listen in.



UP AND ON—Central Region Director C. R. Melugin, Jr., congratulates the region's Upward Mobility Program candidates selected for 1976. They are (left to right) Lessie Dorse, Diana Welch, Dassa Gershon, Joyce Hunter and Lana Fraser.



WOK AND TUN MASTER—Indianapolis Center controller Bill Monthaven displays his second-place ribbon won in a pork cookout contest at the Indiana State Fair. The ribbon and a cash prize were awarded by Betsy Rodinbaugh, Indiana Pork Queen, for his "Peking Pork" dinner. Also an amateur wine-maker, Monthaven has run the Home Wine-maker's contest at the state fair for four years.

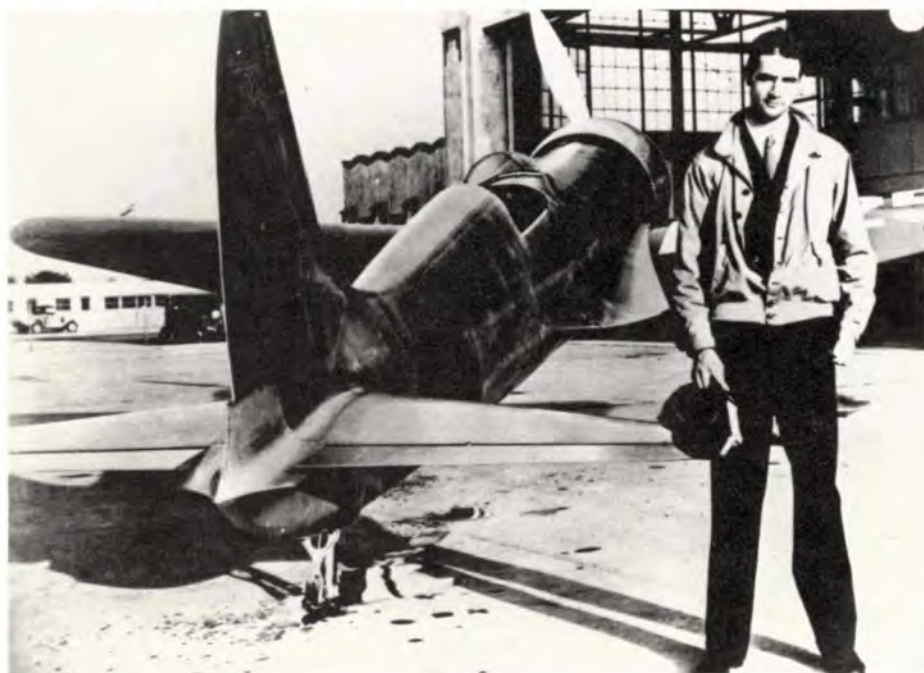
ROCK STAR—The National Flight Standards Field Office Award is presented to Ben Rock (right), chief of the Teterboro, N.J., EMDO, by Flight Standards Director Richard Skully, as Eastern Region Director William Morgan looks on. It was given for outstanding work in the aviation safety program.



A GOOD SEASON—The Houston Center's Namedropper Club softball team capped a 45-19 season last fall with a seventh place out of 20 in the National Class A Industrial Slowpitch Tournament. Team members, including some not in photo, are John Bawduniak, Robert Blain, Mike Bowerman, Mark Brooks, Bob Conditt, Wayne Fuller, John Grow, Ron Gstohl, Phil Lagle, Pat Lavergne, Frank McKee, Glyn Miller, David Monypeny, Bernie Motl, Jack Overfield, John Soncrant and Tom Wyka. Lavergne was the leading hitter.

HOWARD HUGHES

Airman Extraordinaire



Howard Hughes stands beside the H-1 Racer. The transcontinental record he set in this plane in 1937 stood for 10 years.

To the world, he was an eccentric billionaire and sometime playboy—a man who amassed two billion dollars but did not leave a legal will to dole out his fortune.

But to the CAA engineers and flight test pilots who worked with him, flew with him and planned the largest plane in the world with him, Howard Hughes was a first-class airman.

The agency pilot, George Haldeman, who checked him out in the four-engine Boeing Stratoliner, the world's first pressurized airliner, called Howard Hughes "a damn good pilot."

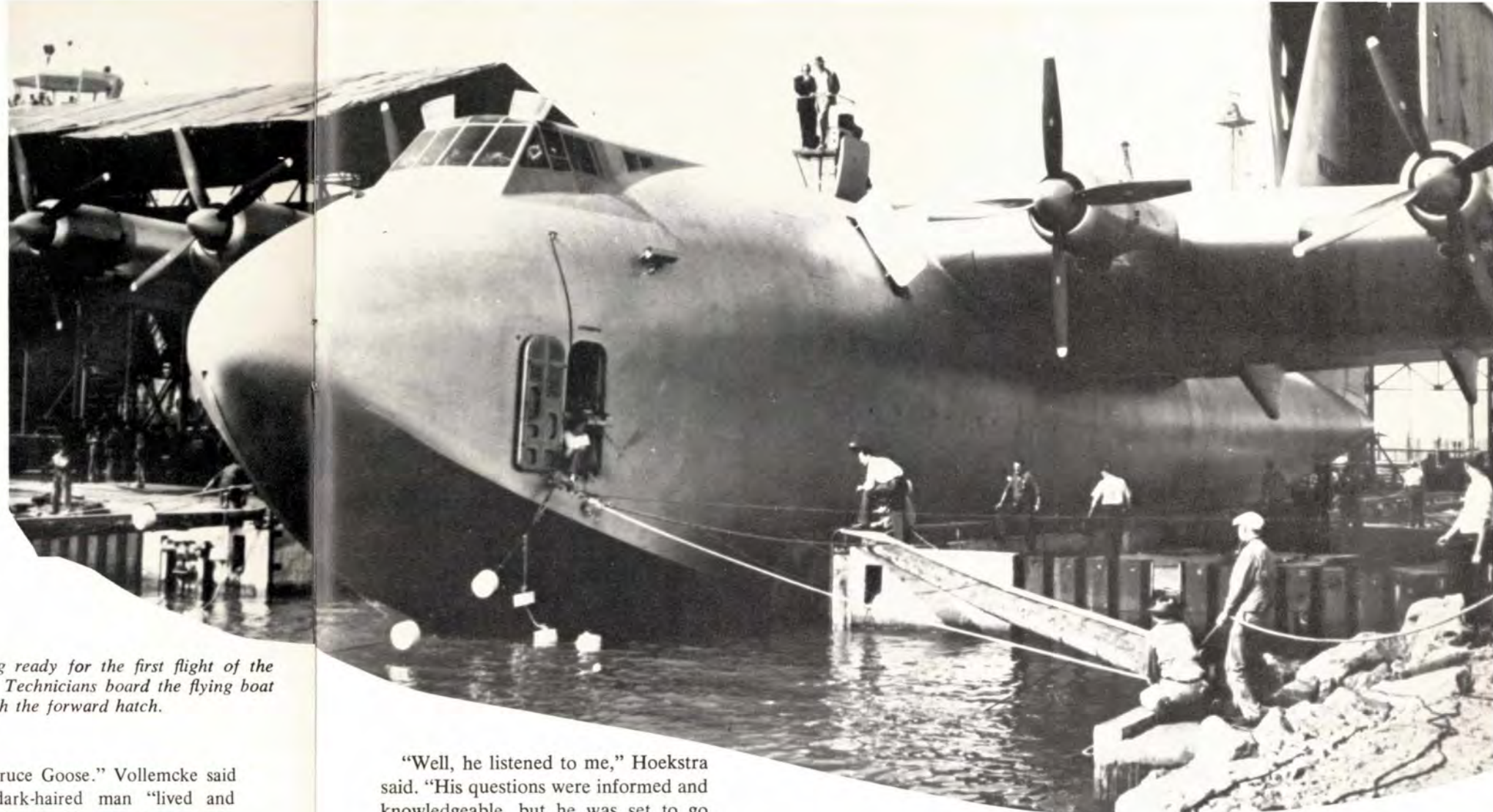
Al Vollemcke, a retired agency Flight Standards engineer, got to know Hughes when he was building a huge, wooden flying boat, officially called the Hercules HK-1, but known to millions

as the "Spruce Goose." Vollemcke said the tall, dark-haired man "lived and breathed aviation. He was always looking for information and when he asked for my opinion, he listened carefully to what I had to say and followed my advice. I've heard that he was hard to get along with, but he was always most cooperative with us. All in all, he was a charming sort of a guy."

Harold Hoekstra, retired chief of the Engineering and Safety Division, Aircraft Development Service, also worked with Hughes. At one time, he tried to convince the builder of the great wooden flying boat that the plane—or at the very least, the wings—should be built of steel tubing covered with fabric.

Hoekstra recalled a 45-minute phone conversation with Hughes about the matter. "I pointed out that steel tubing was a tested, proven method of construction, and it would make building the big plane much easier. I said we had no experience with wood construction on the scale he was contemplating, and we had no way to judge its strength.

Getting ready for the first flight of the HK-1. Technicians board the flying boat through the forward hatch.



"Well, he listened to me," Hoekstra said. "His questions were informed and knowledgeable, but he was set to go ahead with the wooden plane and that's what happened."

The skeptics said the oversized wooden "Spruce Goose" would never get off the ground, or more precisely, off the water.

But it did.

Haldeman, the CAA Flight Standards test pilot assigned to the War production of the Hughes flying boat, was the man standing behind the pilot's seat on that day in November 1947 when Hughes pulled the 240,000-pound aircraft off the water for its first and only flight.

Actually, the plane, with a wingspan longer than a football field, was not expected to fly at that time. High-speed taxi tests were the order of the day. The one-and-a-half-minute flight was made on the spur of the moment.

As the plane sped across the water of the Long Beach, Calif., harbor "on the step," Hughes turned to Haldeman and said, "If I put on a little more

boost, I think this thing will fly."

Haldeman answered, "It feels that way to me."

To the CAA engineers and flight test pilots who worked with him, Howard Hughes was a first-class airman.

"Just at that moment," Haldeman said later, "the motion of the plane changed, and I realized we were airborne."

He reported that the plane flew smoothly, at a maximum altitude of 100 feet, and landed gently.

After this flight, the world cheered, and the people at CAA smiled. During an earlier Congressional investigation of his wartime contracts, Hughes had insisted that the Hercules would fly and the public believed him. He said at that time, "I have put the sweat of my

life into this thing. If it fails, I will leave this country, and I mean it."

Hughes also had the reputation of being elusive—simply hard to find when he was wanted. Some said he drove business associates to distraction by disappearing when critical decisions had to be made.

But the agency men who worked with him found, quite to the contrary, that he was readily available to them. In fact, he went to considerable lengths to be found.

The first time Vollemcke visited the Culver City, Calif., Hughes plant, he wasn't quite sure exactly where the plant was, but that was no problem. Hughes was leaving nothing to chance.

As he drove along the crowded highway, Vollemcke spotted the multi-millionaire standing beside the road in his shirtsleeves directing him to the plant entrance.

Steve Rolle, who retired as chief of the Propulsion Branch, Flight Standards, in 1971, was in the CAA Western Region office when he first met Hughes.

He never had any trouble locating Hughes either. As a matter of fact, the millionaire had a habit of wandering into Rolle's office unannounced.

"From time to time, I wondered about his ability as an aircraft designer," Rolle said. "After all, he had virtually no formal education in the field. But one afternoon, all my doubts were dispelled. We had been talking about the fuel system on a Boeing Stratoliner that he was modifying. After a while, he asked me for a pencil and paper—he never carried anything with him, not even money.

It took a team of engineers three months to come up with blueprints for what Hughes had drawn in an hour

"Then he sat down and on the spot drew the plans for a very well-thought-out dual fuel-flow system that, in case of failure, would adjust automatically without ever letting the engines know something had gone wrong. That's when I realized that he was a very capable engineer and a talented designer."

Rolle went on to explain that it took a team of engineers three months to come up with blueprints for what Hughes had drawn in an hour. "Even then, the job the slide-rule guys turned in wasn't as good as what Hughes had done!"

Regardless, Hughes and his team had made their mark. They produced not only the world's biggest aircraft but also, in the very early days of Hughes Aircraft, they did what all the other aircraft manufacturers were trying to do: They built the world's fastest airplane.

The Hughes Racer or H-1, which today occupies a place of honor in the National Air and Space Museum, was the millionaire's baby. Flying the immaculately finished, flush-riveted plane, Hughes also demonstrated that he was a good-enough pilot to break two world's speed records. First he flew the racer over a 1.86-mile course at



The "front office," or cockpit, of the "Spruce Goose" resembled the inside of a small hangar. Hughes, wearing his distinctive fedora, looks over a crew member's shoulder.

an average speed of 352 miles an hour. Later, on Jan. 20, 1937, he set a new Los Angeles-to-New York transcontinental speed record of 7 hours, 28 minutes and 35 seconds in the trim racer.

In setting this record, he bettered the previous transcontinental record by almost exactly two hours. The record he broke, incidentally, had been set by none other than Howard Hughes just a year earlier in a Lockheed Gamma.

All this he did as a preliminary to setting an around-the-world record. He took off from New York in a Lockheed Lodestar on July 9, 1938, and flew to Paris and Moscow, across Siberia and Alaska with three stops, on to Minneapolis and back to New York in three days, 19 hours and eight minutes.

It was after the round-the-world flight and after the start of World War II that he began building the HK-1 flying boat, a plane designed to carry as many as 700 fully-equipped soldiers.

Although the plane, made mostly of birch and not spruce, was almost universally called the "Spruce Goose," Hughes didn't like the nickname. Apparently, he felt people were making fun of his wooden wonder. In order to find a legitimate, acceptable name, he held a contest among his employees. "Hercules" was the result, but it never quite replaced the "Spruce Goose."

As for the plane itself . . . Well, it

may not have been a realistic conception. Vollemcke, who retired as chief of the Aircraft Engineering Division, Flight Standards, in 1965, recalls, "We took a dim view of the basic project. Our experience indicated that such an undertaking was impractical, but the decision to go ahead wasn't up to us; when the decision was made, we went along."

A fundamental problem with the construction was finding binders, or glues, to hold the mostly plywood plane together. In the process of building the plane, new substances were developed, but there was no time to test the life of these glues, and some say they were not exactly immortal. Quite early in its life, the Hercules began to deteriorate.

In setting a transcontinental speed record, he bettered the previous record by almost two hours, which he himself had set a year earlier.

Hughes himself never tried to fly it a second time, but neither would he allow it to be broken up and converted into wooden matches or even porch furniture. To this day, it sits in a huge storehouse in Long Beach, Calif., and a team of skilled workmen have maintained it in tip-top shape. Because the plane has been kept in "mint condition," it may very well fly again. Both the Navy and the National Aeronautics

WORD SEARCH

By Dallas B. Knowlton and William Griffith
Radar Technicians, Tonopah, Nev., LRR

This month's puzzle is a "biggie" of terms in common usage by electronics technicians. Seek out the hidden words, abbreviations and prefixes, which read forward, backward, up, down and diagonally. The words are always in a straight line and never skip letters. They overlap, and letters are used more than once.

Use the word list if you must, but try covering it first. All 98 words can be found. Circle those you do find and cross them off the list. The word "zulu" has been circled to get you started. When you give up, the answers may be found on page 19.

If you enjoy solving these puzzles, you might also enjoy creating one. Send us a word list of a category of words or names in the FAA or aviation lexicon, a grid of letters and another copy of the grid showing the circled answers, together with your name, functional title and facility. Limit the grid to approximately 20 characters in each direction.

AC
ACTIVE
AIR
AMPERE
AMPLIFIER
ANTENNA
AUDIO
AZIMUTH
BEACON
BEAMWIDTH
BIAS
BUBBLE
CAPACITOR
CHANNEL
CLUTTER
CURRENT
DATA
DC
DECIBEL

DELAY
DEMARC
DIAL
DIODE
DISPLAY
ELECTRON
GAIN
GENERATOR
HERTZ
INDUCTOR
INPUT
ION
KNOB
LAMP
LENS
LIMIT
LOAD
LOG
LOSS

MAGNETRON
MARKER
MEGAWATT
METER
MICA
MICROWAVE
MIKE
MILLI
MTI
MODE
MODULE
MONITOR
NEON
NULL
OHM
OMEGA
OMNI
OUTPUT
PANEL

PI
PICO
PIP
PROBE
PROPAGATE
PULSE
RACK
RADAR
RADIO
RADOME
RANGE
RCAG
RECEIVER
RESET

RESISTOR
SAIL
SCAN
SCOPE
SITE
SPKR
SQUELCH
STALO
SWITCH
SYNCH
TACAN
TESTER
TONE
TRACE

TRANSISTOR
TRANSMIT
TRIGGER
TUBE
ULTRA
VIDEO
VOLT
VOR
VSWR
WATT
WAVELENGTH
XTAL
ZULU

BEAMWIDTHHGACRCLUTTER
EACAANINORTCELEERAAA
AETTVDBUTKKNNALICCD
CTITEUORROTARENEGAAA
OOVLLCSRRTOEASAEGNAR
NOENETYUORCIMCHHERTZ
RMNMNONCCEIICACIRACK
MICAGRCOITTRANSISTOR
SLOOTHVRRRTGGAATRACE
CLOOHMEIAOEPAIUMDAS
OINAERADOMEPSILOMIPE
PETTDNIEONPPJUNOIAAT
EOEDTOROUIAEZCNOKLCT
MREEDTMLTNNRRIOVEDIM
ESNELOLMPPETTESTERTM
GNQODTORUULOTWSCEOOA
AVVUIDOITTRIRWIIPPRG
WVLMEPODDTSAIBFM SHH
AEILALIHEUOLEIAMSTPE
TLAGASC SMLALLLAMUROT
TYATPTLHALIPOOB MOROR
TTXLIULTRAMPSGIBONKO
ETAWPUSTCAMPSZEBUPKN
EYSITMMICROWAVEBSBKN

and Space Administration are exploring potential uses for the mammoth.

Haldeman believed in the big plane from the very beginning. He said, "Personally, I feel it is a shame he didn't go on to get a type certificate for the plane. There is no question in my mind that there were no insurmountable design or flight problems." And this comes from the flight test pilot who had flown both the Boeing 314, the world's biggest flying boat in regular service, as well as the 12-engine German Dornier Do. X flying boat.

Rolle also feels that the plane might have gotten a type certificate at least as far as the power plants were concerned.

But Hoekstra, well, he's not so sure. He said that the plane was essentially too big for the state of the art, that Hughes, who was always looking for a challenge, had tried to take too large a step in wood technology. But he said that there's never been anything like it since. He remembers walking into the wing, which was supported by a laminated wooden spar 13 feet high and

three feet wide. "It was like walking into a huge closet, a plywood hallway with catwalks leading to the engines, which could be worked on from inside the wing."

He went on to explain enthusiastically that they were some kind of engines, all eight of them. They were great big radials with four banks of cylinders each. In all, this added up to 224 cylinders, 448 spark plugs and 28,000 horsepower, which in those days was an enormous amount of power. And it flew.

—By Ted Maher

OUR MAN IN LIMA

FAA representative in Lima, Peru, Rene Cardona (left) discusses a newly installed security screening portal at Lima Interna-

tional Airport with Leopoldo Pflucker, Lima executive of Braniff International, which cooperated in obtaining it.



Can a native of sunny Puerto Rico find happiness in a city where grey skies prevail from May to December?

Rene Cardona, the FAA representative in Lima, Peru, thinks he can but admits that some adjustments are in order.

Cardona became the FAA "Man in Lima" in May 1976 when John Irish retired after six years in the Peruvian capital. His arrival coincided with the beginning of the "sunless" season, during which time Lima hides under a thick cloud cover, with fog and mist frequently thrown in for good measure. It's enough to get anyone down.

In addition to the climatic changes, anyone moving to a foreign country must adapt to different foods, different water, different customs and different ways of doing things, Cardona says. And frequently there are little vexations, like the troubles the Cardonas had in moving their household effects ("I'd just as soon not talk about that.") and the way the Peruvian roads have eaten up his steel-belted radials like a paper-shredder disposing of the Sunday N.Y. Times.

But his major complaint to date is the street in front of his house, which has been dug up for months, apparently with no one continuing to work on the project.

"When you're assigned to an embassy, you're expected to entertain, but we can't because no one can get up the street and there's no place to park," Cardona notes.

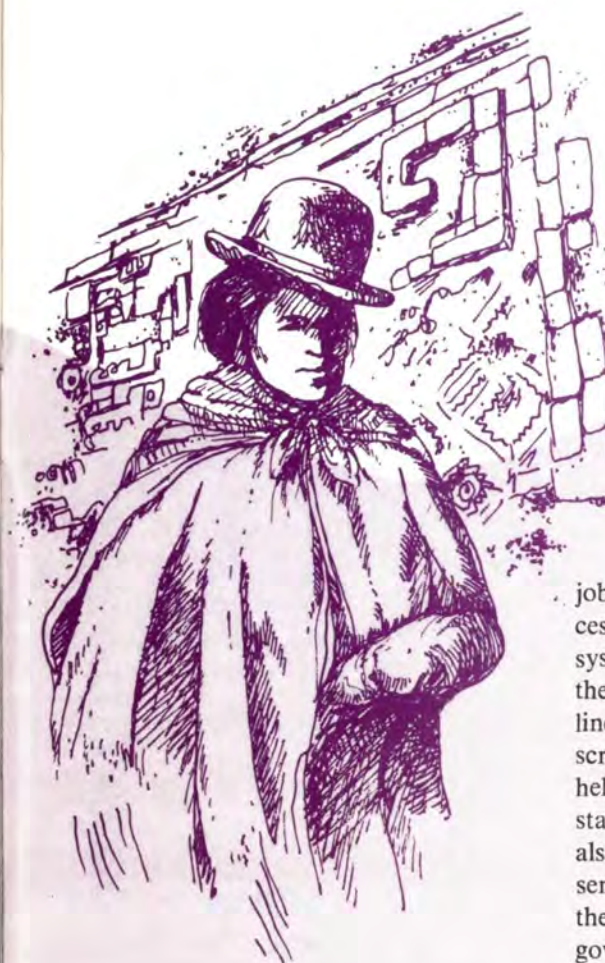
Still Cardona says the challenges of his job more than make up for any of the little inconveniences associated with life in Lima. Working out of the U.S. Embassy, he functions as something of a one-man Flight Standards District Office with the responsibility for Colombia, Ecuador, Bolivia and Chile, in addition to Peru.

And that's only the beginning of his duties. His job description fills four pages and includes such tasks as advising the ambassador on civil-aviation matters, providing technical advice and assistance to foreign governments in planning and implementing their aviation programs, maintaining liaison with the International Civil Aviation Organization (ICAO) and serving as a

contact point for U.S. aerospace and electronics companies seeking South American markets.

But his principal responsibility is overseeing the operation of U.S. carriers serving the west coast of South America. At present, Braniff is the only U.S. airline providing scheduled service to this area, but the number of charter flights by other carriers, such as Trans International Airlines and World Airways, Inc., is increasing rapidly.

Cardona says he tries to visit each of the airports served by Braniff at least once every three months to check general airport safety, the adequacy of navigation and landing aids, as well as lighting systems, the quality of air-



traffic-control services and the effectiveness of airport security. Moreover, since he holds an airline transport pilot certificate with jet ratings, he rides the jumpseat so he can check the performance of the Braniff flight crew.

If he discovers an unsafe condition at any of the airports under his jurisdiction, Cardona must immediately report it to the director of FAA's Southern Region, who will take appropriate action. This hasn't happened to date, he adds. He's found the civil-aviation authorities in the South American countries he deals with always most cooperative and accommodating.

But Cardona confesses to mixed feelings about his field trips. They are what make the job most interesting, obviously, but the paperwork piles up when he's gone. "When you're a one-man operation, there is no one to fill in behind you," he notes. "Everytime I come back from a trip, the in-box is overflowing."

For his first three months on the

job, Cardona was proudest of his successful efforts to improve the security system at the Lima Airport. Through the cooperative efforts of Braniff Airlines, two walk-through weapons-screening units to replace the hand-held units previously used were installed at the terminal building. He also had an FAA security specialist sent down from Miami to check out the new units and brief the Peruvian government people who operate them.

"Now all the airlines serving the airport use this equipment and overall security has improved significantly," he says. "I hope we can do the same thing at all the other airports Braniff serves. That's my goal, anyway."

Cardona is one of two FAA representatives in South America. The other is Frank Monaco in Rio de Janeiro, Brazil, who handles the eastern half of South America. The agency also had a representative in Buenos Aires, Argentina, until he was withdrawn because of terrorist activity that threatened the lives of American citizens.

"Everyone wants Rio," Cardona says. "It's a beautiful city; the people are supposed to be the friendliest anywhere; you can drink the water right out of the tap, and you don't have to worry about anything you eat."

But he notes that many FAAers also bid on the Lima job when it became open. He credits his fluency in Spanish, a product of his Puerto Rican upbringing, as a major factor in landing the post. His wife, Rita, and their four children also are bilingual.

"This job would be impossible if you didn't speak Spanish," he says. "It's tough enough even if you do."

Another consideration in his selection for the Lima post, he thinks, was his 12 years in the military, which took him to a number of foreign posts, including a year flying helicopters in Vietnam. He's also had a diverse and mobile FAA career since joining the agency nine years ago. He was a general-aviation operations inspector and an accident-prevention specialist in San Juan, a hazardous-materials specialist in Washington headquarters and an air-taxi specialist in Atlanta before getting the Lima assignment.

In addition, Cardona served as the sales manager for Piper Aircraft in Puerto Rico and flew for one of the island's commuter airlines before joining FAA. His log book shows more than 9,200 hours, many of which were earned in Vietnam, where copter pilots flew 12 hours a day, seven days a week, he says.

Despite the diverse experience, Cardona admits that the Lima assignment is a departure from anything he has ever done before. After all, working at an embassy is not the same thing as working at a GADO or an ACDO. But he likes the responsibility that goes with being on his own and making decisions in the field. And he's proud to be the official FAA spokesman in five South American countries. It's the kind of thing that can grow on you. For Rene Cardona, it already has.

—By John G. Leyden

FEDERAL NOTEBOOK

THE PROSPECTUS

A better shake for Federal employees is seen for the new Administration by Federal union leaders. In a meeting with three union leaders, Mr. Carter said he favored true pay comparability and would not make Federal employees the "scapegoats" by holding back pay raises unless it was necessary for the rest of the American workforce to hold down inflation. The trio asked him for revision of the Office of Management and Budget order on contracting out, a strong law on collective bargaining, a revision of the pay comparability law to avoid presidential interference with the system and an overhaul of the Hatch Act. The President-elect appeared sympathetic on these issues. ■ Rep. Morris Udall (Ariz), who had been expected to chair the House Post Office and Civil Service Committee until last month, began looking into merit abuses after the election, activating the committee's own investigators, and urged agencies not to undertake reorganizations prior to the inauguration. ■ With Sen. Gale McGee (Wyo) having lost re-election, Sen. Quentin Burdick (N.D.) appears to be the likely chairman of the Senate Post Office and Civil Service Committee; however, a Senate ad hoc committee has recommended that committee's abolition in a general committee reorganization. Its responsibilities would be absorbed into a 15-member Committee on Government Affairs, which would incorporate the Committee on the District of Columbia, the Government Operations Committee and four functions from other committees.

WHOA ON GRADE CUTS

The Civil Service Commission's

Appeals Review Board has ruled that the fact of an agency undergoing reorganization is insufficient grounds for moving employees to positions of lower grade. The CSC unit said that agencies must make extensive efforts to find comparable positions within their organizations for employees facing downgrading because of internal restructuring. They must prove to the CSC and the employee's satisfaction that everything possible was done. An agency can downgrade under such circumstances only as a "last resort." The decision is of particular interest because of the President-elect's pledge to reorganize Federal agencies, although without career employees losing their jobs.

NEW COLA RATES

The Civil Service Commission has set new cost-of-living allowances for Federal employees working in Hawaii, Alaska and other non-foreign overseas posts. The rates now take into account whether the employee lives in private or government-supplied housing and whether or not he or she has commissary and PX privileges. Annual surveys will readjust the rates, if warranted. If a reduction in excess of 5% is required, it will be made gradually.

SUNSHINE ON HEALTH INSURANCE

Rep Gladys Spellman (Md) plans to introduce legislation in the 95th Congress to compel the Civil Service Commission to disclose in advance any proposed health insurance premium increases or other contract proposals. Under the planned legislation, either house of Congress would be able to disapprove of any rate increases within 30 days.

HAIL TO THE CHIEF . . . Cynics might accuse the Alaskan Region of ulterior motives or at least credit it with unusual political acumen. We're referring here to an action by the regional office last July in changing the name of a high-altitude reporting point on Jet Route J115 from CRACK to JIMMY. Those of us on the "Small World" staff prefer to think it was just coincidence.

NOTES ON THE LATE CAMPAIGN . . .

When jet blast from the chartered aircraft known as "Peanut One" damaged eight light aircraft at the Cincinnati Airport during the recent political campaign, the flight crew did exactly what every good FAAer should do when he or she dents a fender in the agency parking lot. They got out of the jet, wrote eight notes and left them on the windshields of the dam-



aged aircraft. Sort of restores your faith in human nature, doesn't it?

THE MORE THINGS CHANGE, THE MORE THEY REMAIN THE SAME . . .

Commenting on the change of Administrations resulting from last November's elections, an anonymous FAA spokesman in Washington said the impact on FAA would be negligible. "You've still got to have air traffic controllers to keep the airplanes from bumping into one another,

and you've still got to have inspectors to kick the tires and make sure the planes are safe," the anonymous spokesman noted. Now you know why the spokesman is anonymous.

TRUTH IS STRANGER THAN SCIENCE FICTION . . .

A political candidate in the San Francisco area invested some campaign funds in aerial advertising just before the November 2 election, hoping the sight of his name emblazoned across the sky would inspire people to pull his lever in the voting booth. But apparently not all the voters got the message, which was spelled out in the night sky by a series of moving lights along the side of a Cessna 150. Both FAA and local police reported receiving numerous phone calls from worried citizens about an Unidentified Flying Object hovering in the area.

Word Search Answer

Puzzle on page 15



DEPARTMENT OF TRANSPORTATION

FEDERAL AVIATION ADMINISTRATION

Washington, D.C. 20591

OFFICIAL BUSINESS

PENALTY FOR PRIVATE USE, \$300

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



Howard Hughes' Hercules underwent high-speed taxiing to Long Beach, Calif., harbor in November 1961. The plane actually took off moments after it landed on its first and only flight. George Brown, chief of the CAA, on board during the flight, said the plane had no aerodynamic problems. For the story on the aircraft and the man who designed it, see the story on page 12.

