

FAA WORLD

SEPTEMBER 1977

**Working
Where
the
Compass
Doesn't
Count**



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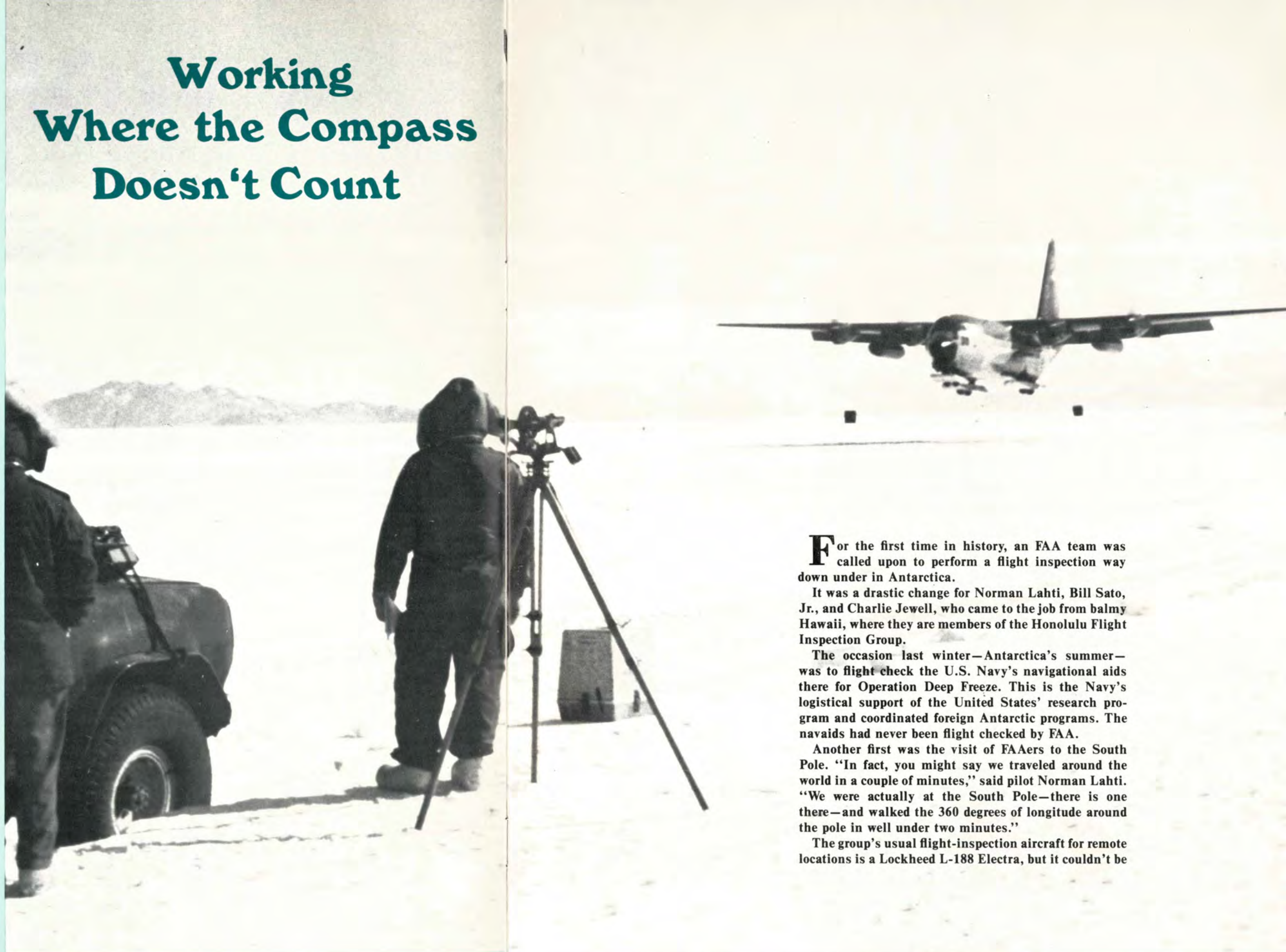
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At right, FAAers from the Honolulu Flight Inspection Group watch a ski-equipped Navy LC-130 set down at the United States' McMurdo Station in Antarctica.

Working Where the Compass Doesn't Count



For the first time in history, an FAA team was called upon to perform a flight inspection way down under in Antarctica.

It was a drastic change for Norman Lahti, Bill Sato, Jr., and Charlie Jewell, who came to the job from balmy Hawaii, where they are members of the Honolulu Flight Inspection Group.

The occasion last winter—Antarctica's summer—was to flight check the U.S. Navy's navigational aids there for Operation Deep Freeze. This is the Navy's logistical support of the United States' research program and coordinated foreign Antarctic programs. The nav aids had never been flight checked by FAA.

Another first was the visit of FAAers to the South Pole. "In fact, you might say we traveled around the world in a couple of minutes," said pilot Norman Lahti. "We were actually at the South Pole—there is one there—and walked the 360 degrees of longitude around the pole in well under two minutes."

The group's usual flight-inspection aircraft for remote locations is a Lockheed L-188 Electra, but it couldn't be

used for a couple of reasons. Only one icy runway for wheeled aircraft is available at McMurdo Station; all other landing areas are skiways or open areas for ski-equipped planes. The Navy uses four ski-equipped Hercules LC-130s.

The Antarctic also requires a grid-navigation capability that the Electra lacks. Normal navigation is accomplished by reference to magnetic north, which is also the reference alignment for navigational aids. Not so in the polar regions. The magnetic pole is nearly a thousand miles from the geographic pole, which makes the Electra's magnetic compass and related system useless. As a result, a portable flight-inspection package was installed on one of the Navy's LC-130 aircraft.

The flight-inspection group traveled to Antarctica via Christchurch, New



Charlie Jewell aligns his theodolite in preparation for a flight check at McMurdo.

ANTARCTICA

Although 12 nations have spent millions of hours researching Antarctica—which equals the size of the United States and Mexico, this vast land remains the least known of the continents. A place of superlatives to those who have seen it, Antarctica can boast of being the coldest, driest and windiest place on earth.

COLDEST

The lowest temperature, -88.3 degrees Celsius (-190.9 degrees Fahrenheit) was recorded at the Soviet Union's Vostok Station.

DRIEST

Antarctica is really the world's largest and driest desert. Despite all the ice, there is almost no precipitation—less than two inches per year.

WINDIEST

Antarctic winds, known as katabatic winds, often exceed hurricane velocity. At Commonwealth Bay, winds in excess of 200 miles per hour were recorded.



Bill Sato confers with a seal near an ice runway at McMurdo. Seals chew through the ice to deliver their pups. The holes may not be visible, but they can be hazardous.

Flight inspection pilot Norman Lahti exposed in a milder moment at McMurdo Station.

Zealand, where cold-weather clothing was issued, and the trio's clothing and other effects were put in storage.

From Christchurch to McMurdo Station, they flew on a New Zealand C-130. These flights are often delayed or turned back when the weather is bad. Since there is no alternate field to use, the decision to continue or turn back is critical. But McMurdo was sunny, bright and cold when they arrived. It was the summer solstice, and the sun shone 24 hours a day, weather per-

mitting, "on a world so white and clear you could see mountains over 100 miles away," Lahti lyricized. They found it difficult to determine their duty hours, for the operation continued around the clock, and there was no night. Flight-inspection work began any time an aircraft became available. As many logistic missions were being flown as possible from the ice runway before the surface deteriorated. When the operation had to move to the skiway, the aircraft could only

carry half their normal cargo load. The FAAers found working odd hours no problem, but getting to sleep was, because of the 24-hour daylight.

The highlight of their trip, according to Lahti, was their trip to the South Pole. McMurdo is about 800 miles from the South Pole, or about three hours flight time via LC-130. The South Pole Station is on the polar plateau at an elevation of 9,347 feet on a chunk of ice 9,000 feet thick.

Although the temperature was about minus 40 degrees, they were comfortable as long as they stayed out of the wind. Taking the photos shown was a problem, because after a couple of shots, the camera would freeze up and would have to be thawed out under their parkas.

A three-hour turn around at the Pole gave them enough time to flight check the Airport Surveillance Radar and the Precision Approach Radar. As that mission was being completed, they found that the aircraft's heater was malfunctioning. With the cabin temperature plummeting to as low as minus 70 degrees, the trio had to put on every scrap of clothing aboard.

It was a bone-chilling 14-day stint, but if they're called on for an encore, they'll do it, Lahti says.

—By George Miyachi



Bill Sato watches flights coming in at the U.S.'s South Pole Station.



WORD SEARCH

Paul Nelson, Electronics Technician
Springfield, Mo.,
Airway Facilities Sector

We've got to work you back into the scheme of things slowly after a long, hot summer, so here's a simple puzzle of the names of the 50 states. In fact, we're not even going to circle one to get you started.

We've listed the names of the states because it's surprising how easy it is to overlook one. Circle the states as you find them and cross them off the list. The names read forward, backward, up and down, are always in a straight line and never skip letters. The names may overlap, and letters are used more than once. When you give up, the answers may be found on page 16.

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 and the number of clues to no more than 70 words or contractions.

ALABAMA
ALASKA
ARIZONA
ARKANSAS
CALIFORNIA
COLORADO
CONNECTICUT

DELAWARE
FLORIDA
GEORGIA
HAWAII
IDAHO
ILLINOIS
INDIANA

IOWA
KANSAS
KENTUCKY
LOUISIANA
MAINE
MARYLAND
MASSACHUSETTS
MICHIGAN
MINNESOTA
MISSISSIPPI
MISSOURI
MONTANA
NEBRASKA

NEVADA
NEW HAMPSHIRE
NEW JERSEY
NEW MEXICO
NEW YORK
NORTH CAROLINA
NORTH DAKOTA
OHIO
OKLAHOMA
OREGON
PENNSYLVANIA

RHODE ISLAND
SOUTH CAROLINA
SOUTH DAKOTA
TENNESSEE
TEXAS
UTAH
VERMONT
VIRGINIA
WASHINGTON
WEST VIRGINIA
WISCONSIN
WYOMING

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

An ATCS's Philatelic Philanthropy

Controller Alex L. Lutgendorf of the Davis-Monthan RAPCON in Tucson, Ariz., has been an avid stamp collector for 40 years and likes spreading his infectious hobby. So, when he heard that local youngsters needed stamps, he couldn't resist helping.

A retired Tucson couple, Mr. and Mrs. C. V. Hughes had begun a class in stamp collecting at one of the public libraries, but the response of children produced a shortage of stamps.

Lutgendorf jumped right in, publicizing the need through weekly national philatelic newspapers, the an-

nual Arizona Philatelic Exhibition and his column, "Through the World of Stamps," in the *Green Valley News*.

The response was overwhelming. Donations arrived from all over the country, including the Virgin Islands.

Although the FAAer was gratified to see such aid in spreading "the pleasures of our wonderful hobby among children," he has also spread his philanthropy to his fellow FAAers in helping them obtain special pictorial cancellations when they were authorized in the area by the Postal Service.

—By Barbara Abels

Controller Alex Lutgendorf meets with instructors Mr. and Mrs. C. V. Hughes and the stamp club at the Himmer Park Public Library in Tucson. Photo by John Huff



FEDERAL NOTEBOOK

THE PAY SCENE

While the President has the final say on the annual pay raise, the President's pay advisers have recommended the highest-ever comparability raise--7.05 percent across the board. Nevertheless, some groups are not satisfied. For one, true comparability would require a still-higher increase, and a bigger increase would have been in the offing if the President's "pay agent" had not changed the scope of this year's pay survey, it's claimed. Another complaint is that the straight-line increase reduces slightly the amount the lowest grades get and reduces considerably the amount the highest grades get. Nevertheless, the recommended boost is above the 6.5 percent figure used in the Ford-Carter budgets for Fiscal 1978.

■ The blue-collar pay steps seem secure for the present. The House deleted from the military appropriations bill a provision that would have deleted three of the five wage-grade step increases, favoring instead to wait upon a study being conducted by the Subcommittee on Compensation and Employee Benefits. Soon after, the full Senate rejected a similar proposal to cut those steps.

KNOCKING HOLES IN THE CEILING

A report by the General Accounting Office states that rigid personnel ceilings are a bar to effective personnel management, frustrate agency managers, block efforts to eliminate work backlogs and reduce government service to the public. In reality, the government incurs the cost of getting essential work done regardless of the type of personnel used. What is needed, GAO said, is improved coordination of work-

load, funds and personnel--acquiring the most appropriate types of personnel resources for specific circumstances and purposes.

ONE DIP, PLEASE

Testifying before a House subcommittee, Admiral Hyman Rickover, considered the father of the nuclear submarine and a gadfly on government waste, condemned double-dipping and the waste inherent in having some 50 different retirement plans in effect. He recommended that all retirement credits be interchangeable, that the retirement plans be combined into one, that waivers of the Dual Compensation Act be prohibited, that dual compensation restrictions should apply to all retired military personnel and that all government retirement funds should be budgeted annually by agencies on a pay-as-you-go basis.

RETIREES HAVE DAY IN COURT

The Civil Service Commission has adopted new procedures in compliance with a court order that due process rights be provided retirees who owe the government money. Instead of summary collection, the CSC must allow the annuitant to provide a written response and to appeal decisions. ■ A retired couple filed a class-action suit challenging CSC's right to deny 55-percent survivor pensions to widows of Federal workers who retired prior to 1969.

HATCH DELAY

The House-passed bill to repeal the Hatch Act may be delayed in the Senate if there's early adjournment this fall. Unions say there's enough support in the Senate, however, to expect passage early in 1978.

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

THE BLACK SHEEP IS STILL IN THE FOLD



At 22, when Perry Lane joined the Black Sheep squadron, he was the very image of a dashing World War II fighter pilot.

As a specialist at the Concord, N.H., Flight Service Station, Perry Thomas Lane's job deals with the quieter, routine aspects of flying and from the ground.

But there was a day when Lane belonged to one of the most famous fighter squadrons in World War II, where flying was anything but dull. In 1943, he became a member of the Black Sheep Marine Corps squadron, VMF 214, whose 51 pilots hit 201 Japanese planes, 27 ships and barges and 125 bivouac areas in the South Pacific in the four short months of the unit's existence.

Now in the September of his years and a grandfather, Lane remembers vividly how it was being a Black Sheep fighter pilot. It's quite different, he says, from the popular television series "Baa Baa Black Sheep." Facts about the squadron have become distorted, if not outright wrong.

Lane related some information on

the squadron that is unknown to most persons having at least a casual interest in the Black Sheep exploits.

It was commanded by then Maj. Gregory "Pappy" Boyington, who became an "Ace" and war hero. When Lane talks about Boyington, there is nothing but praise. The television series depicts the squadron commander as, to say the least, unorthodox. But Lane will say only "He was a pilot's pilot. His profession then was to fly planes, and he was a professional pilot. He was a natural leader in the air and an inspiration to those who served under him."

The squadron was formed on Sept. 7, 1943, on the island of Espiritu Santo, in the New Hebrides. It was disbanded 126 days later on Jan. 10, 1944. Lane was a part of the squadron from early October. Because pilot losses elsewhere had been lower than anticipated, the squadron could be formed from experienced pilots and replacements, as Lane was.

Lane and other Black Sheeps state positively that none of the pilots had ever been court-martialed and none was facing any kind of disciplinary action either before or during their tenure in the squadron. The TV series, however, portrays them as hell-raisers. Nothing could be further from the truth, Lane says, adding that he never saw any of the pilots even in a fight. He also says there are many technical inaccuracies in the show.

Many of the pilots, he points out, were well-educated, intelligent and loyal young men who were eager and willing to do a dangerous job. Eleven Black Sheep pilots were killed and seven were wounded in action. Their missions, of which Lane flew 26, were to provide cover or participate in fighter sweeps. "Pappy would always ask his bosses to go out on fighter sweeps—that's where the action was," Lane noted.

Eight Black Sheep remained in the Marine Corps and retired as colonels. The remaining members carved out

successful careers in the government, business and law—seven are owners or presidents of business firms; two are city mayors; two are airline transport pilots; three are lawyers; seven are directors, executive officers or managers of companies; one is a college professor; and one is an artist.

In November 1943, the squadron flew as a unit in its F4U Corsairs via Guadalcanal to the 10-mile-long island of Vella Lavella, which was to become its home. In the TV series, it's called Vella Lacava.

All fighter squadrons then, and now, have nicknames. It's an identifier and helps to increase morale, so necessary in a fighting unit. Shortly after the birth of the squadron, officially known as VMF 214, one of its pilots suggested they call themselves "Boyington's Bastards." Capt. Jack De Chant, a Marine Corps combat correspondent, recommended against this name, however, saying that newspapers wouldn't print "that word."

De Chant suggested the name Black Sheep. Although this unusual squadron name was to appear in

newspapers across the country because of the group's accomplishments, it's open to speculation as to whether it would have been identified by its originally suggested nickname.

Initially, the squadron's missions consisted primarily of dawn patrols, milk runs and observation flights, along with protecting ships supplying ground forces.

The quiet ended on December 17 when the squadron supplied eight aircraft to an 80-fighter sweep over Rabaul in which they could engage Japanese planes without having to be concerned with the protection of bombers. Three Japanese planes were shot down by the Black Sheep pilots without any losses.

Six days later, Black Sheeps participated in a combined air strike/fighter sweep of 120 planes on Rabaul. The Japanese responded in force. VMF 214 pilots shot down 12 planes this time, but lost three of its members. In this engagement, Pappy Boyington shot down four.

During the next two weeks, the squadron accounted for 22 more kills,

but the cost was high. Four more Black Sheep were killed, and Boyington himself was shot down and spent 20 months as a prisoner of war of the Japanese.

At the end of the war, Lane went to college at Norwich University in Vermont, earning a B.S. in electrical engineering. However, he hadn't hung up his airman's wings; he stayed in the Marine Corps Reserve, flew Corsairs again in the Korean War and went on to become a lieutenant colonel, retiring in 1969.

Prior to joining the FAA seven years ago, Lane worked for electronics firms in private industry.

Lane flew not only military aircraft but also a variety of general-aviation aircraft, accumulating more than 3,500 hours of flying time. His ratings include multi-engine, reciprocal, jet and instrument.

His flying days are over now. Says Lane, "I just don't get a kick out of flying small general-aviation aircraft as I did with fighter planes." Once a fighter pilot, always a fighter pilot.

Although Lane is content in his current role of assisting pilots from the ground—and he recently won a Special Achievement Award, he often thinks about the days at Vella Lavella and the camaraderie that has survived the 34 years.

Last November, Lane and most of the remaining 34 Black Sheep held a reunion in Hawaii. For two weeks, the former combat pilots rekindled old friendships and refought old battles. While the television series that portrays the Black Sheep will soon fade from memory, the remaining Black Sheep hope to return to the fold in repeated reunions.

As Frank Walton, the squadron's intelligence officer, put it, "Ours is too unique, too precious a relationship to allow it to wither and die from neglect."

Perry Thomas Lane would agree with that.

—By Vet Payne

Mr. and Mrs. Perry Lane (left) renew a friendship with squadron commander "Pappy" Boyington and his wife at a reunion held in Hawaii last year.





A JOB WELL DONE—Ruth Dennis, chief of the San Diego FSS, proudly receives the ATC Facility of the Year Award for 1976 in the FSS category from Bill Flener (left), Associate Administrator for AT and AF, as Western Region Director Robert Stanton looks on.

MAIN MAN—Minneapolis ARTCC's Pat Akin, computer operator in the Airway Facilities Sector, stands behind a Civil Servant of the Year Award for 1977 he received from Dudley Switzer (left), chairman of the Federal Executive Board of the Twin Cities. At right is Akin's supervisor Bill McAdam.



ACADEMY PERSPECTIVE—Administrator Langhorne Bond observes the training methods used at a non-radar ARTCC simulation lab at the Aeronautical Center.

FACES and PLACES

RECORD BREAKER—Three NW Region FAAers were involved in setting the world record for lifting the greatest mass to an altitude of 2,000 meters. Shown here is senior engineering test pilot Earl Chester, who co-piloted the B-747 that grossed at 840,200 lbs. He was assisted by flight test engineer Larry McNamar and Leroy Gammon, manufacturing inspector for the Seattle EMDO.



SPANNING THE GLOBE—Maxine Sud and her husband Chand plan more world travels now that she has completed her 34-year Federal career, the last 16 spent with the FAA in Anchorage. Her work has taken her to Germany, Japan, Morocco and India, where she met and married her husband.



POPULAR POSTER—Charles Iannaci, Southwest Region illustrator, hangs a poster he created that can be seen at airports throughout the country. It depicts the nondiscriminatory policies required of airports and aviation contractors financially involved with the FAA.



SPIRIT REVIVED—In front of a new replica of the "Spirit of St. Louis" stand Jesse Cookson, an assistant chief at New York's LaGuardia Tower; EAA president and pilot Paul Poberezny; acting tower chief Uriel Flax; and Bob Smith of the Port Authority of New York and New Jersey. They saw Poberezny and his Ryan-designed aircraft off on a national tour of 102 cities.



KEY OF APPRECIATION—Beverly Grymes, Office of Civil Rights, displays a key presented to her by participants in the Basic Contract Compliance Training Course, thanking her as their trainer. With her are Leon Watkins, Director of the Office of Civil Rights, and Bill Gladden, external program manager, Office of Civil Rights.

SAFETY FIRST—NAFEC is conducting fire tests in this C-133 transport whose interior has been modified to resemble that of wide-body jets. The effects of heat, smoke and gases in the passenger cabin from fuel fires are being studied to find means to reduce fatalities in aircraft accidents.



WE POINT WITH PRIDE—Robert Gale, Central Region Air Traffic Division chief, presents certificates for an outstanding flight assist to ATCS's John Hendricks (center) and James Garstang (right) of the Cape Girardeau, Mo., Municipal Airport. They were cited for their efforts in safely guiding a charter aircraft pilot to the runway after an aborted hijack attempt.

Photo by Fred Lynch, Cape Girardeau Southeast Missourian

A LABOR OF LOVE



Team supervisor Buck Currence chips peeling paint from a ceiling in the Pensacola Crippled Children's Home, a repainting project in which all tower controllers participated.

With the old saying that a man never stands taller than when he stoops to help a child, a lot of Pensacola, Fla., controllers are standing mighty tall these days.

The crew of the RATCF/Tower had already been standing tall, for, instead of sending Christmas cards to each other, they had been donating to a local Crippled Children's Home each year. So, it was with disbelief that they heard facility chief Blake Norris describe the appearance of the home as horrible. They had felt a part of the home. A visit to the home by team supervisor Ernest (Buck) Currence confirmed that report.

Currence then volunteered to Children's Home Director Bob Malcolmson the services of the controllers to paint every room in the home.

Happy for the assistance, Malcolmson had some misgivings about a group of enthusiastic but amateur decorators until it became apparent that they knew what they were doing.

Like a coordinated army, the controllers moved through the house efficiently preparing for the job, carefully removing drawers, curtains and doors, scraping walls and patching holes.

They had begun a five-day-a-week project, using six teams of workers. With every one of the 36 controllers from the facility pitching in, the job was completed in 12 days. More than 700 hours and 60 gallons of paint were invested in the project, with the controllers digging down for \$421.00 of their own money for paint and supplies.

The one-story dormitory of the home, which houses 37 children and young adults, was built 25 years ago to care for children suffering from the crippling effects of polio. Troubled by financial woes in recent years, the future looked grim, and Malcolmson and his staff were faced with the possibility of ending their services.

When the community heard of the plight of the home, various civic groups began a campaign to keep the home open, and the Escambia County Commission approved a three-month subsidy of \$25,000 to get things started.

It was at this point that the RATCF/Tower controllers stepped in, for some rooms of the home still had the original coat of paint on them, and peeling paint was hampering the staff's work in revitalizing the home.

With the controllers leading the way, the Pensacola Junior Woman's Club followed with a project to decorate the walls with life-size, hand-painted characters from Charles Schultz's Peanuts cartoon.

With justifiable pleasure, chief Norris said, "In my 31 years with the CAA and FAA, I have never seen a group of people with this much dedication and determination. As chief, I have every reason to be very proud of their accomplishments, not only in air traffic but in their unselfish giving of hard work and money to improve their community."

Fine praise, indeed, but the most valued thanks were the smiles of the children who now enjoyed a brighter world in the four walls of their home. —By Roger S. Myers

We're Still Looking at Wood Props

Wood propellers have not gone the way of the buggy whip and are not likely to. In fact, the market for them is stable, according to Steve Dyer, president of Univair, which makes and sells about 6,000 wood props a year.

Who buys them these days? People who own or build antique aircraft, fruit farmers, swamp-boat owners, hot-air-balloon pilots, foresters and the military. And then there are the aviation buffs who buy wood propellers to grace their homes, aviation clubs and offices for wall decoration and conversation pieces.

Owners of classic and antique airplanes want original parts to make their planes look as authentic as possible, and because they're cheaper than metal propellers, the military uses them for drones—pilotless aircraft used for reconnaissance.

Then, there are non-propulsion uses, too. Fruit farmers in California and Florida use big wood propellers to stir up the air around their orchards when the temperature drops and there is danger of a frost ruining the crop. Some balloon pilots use wood props on their hot-air inflators to distribute the gas in the envelope. Foresters use brush burners with wood props when

they burn weeds and brush to clear swamp land and want to control the wind direction.

Since there is this demand, there are suppliers, of which Univair claims to be the largest. And, as a result, FAA aircraft design and engineering specialists from the Rocky Mountain Region make frequent compliance visits to the company's Denver plant. The Engineering and Manufacturing Branch reviews all drawings and analysis related to the design of the propellers and other aircraft parts manufactured by Univair. As part of the data evaluation, both ground and flight testing may be necessary before FAA approval can be granted.

Manufacturing specialist Ben Blythe has the responsibility for quality control at Univair, assisted by designated manufacturing inspection representatives who issue the airworthiness approvals and export tags.

Only certain hardwoods, such as birch, hard maple and walnut, are

Rocky Mountain Region aerospace engineer Ray Boice looks over an old Spitfire propeller blade held by Steve Dyer, president of Univair, which will make a new, wood matching blade.



FAA approved for making propellers. The quality must be superior to good furniture grade, with no knots or imperfections. Univair orders laminated blocks of wood in various sizes. A standard size block will be made into propellers that retail for about \$300.

Upon receipt, the blocks are inspected for moisture content to insure they are dry enough to prevent delamination. The block is then machine-planed to the proper thickness, the center hole is drilled and a profiling machine shapes it to the basic configuration. A wood specialist then hand-carves it to exact dimensions. Next, it is balanced and inspected. It is coated with a nitrate plastic and a stainless steel leading edge is put on by hand with rivets and wood screws. After tipping, there is another inspection before final varnishing and adding the name.

It's an "ancient" Twentieth Century craft that looks like it's here to stay. —Story and photo by Al Barnes

DIRECT LINE



Q The recent Air Traffic reclassification promoted team supervisors at Level II centers and Level V towers to GS-15. Please explain the rationale of deputy chiefs in Level IV towers remaining at GS-14. A team supervisor has eight or nine people under him; a deputy chief would normally have 75-100 people. I was under the impression that a supervisor's grade level was in some way established by the number of persons supervised.

A It's true that a supervisor's grade level is determined in part by the number and level of employees supervised. That is only one factor, however, in the proper grading, according to the Supervisory Grade-Evaluation Guide published by the Civil Service Commission. Another important element, according to that guide, is the alignment of the position with others that have comparable or higher management responsibilities in the same administrative hierarchy. It's the total position that must be considered, not just the number of subordinates supervised.

Q What qualifications are required to sign on watch as the assistant chief of a Level II RAPCON? Our chief here frequently assumes this position, even though he is not radar certified and can only work a radar position when someone else is signed on with him. He's said that since he's the chief, he can sign on any supervisory position. If we don't need a radar-qualified man, why not let the janitor sign on and save ourselves the bigger salary?

A In your region, assistant chiefs in Level II RAPCONs are first-line supervisors and must have completed qualification training and comply with currency requirements. The chief is a second-level supervisor and is not required to comply with those requirements and cannot assign himself the responsibilities of an operating position unless he is currently qualified to work that position. In the absence of an intermediate supervisor, he can provide general supervision of the operational area.

Q The recent reclassification of some Air Traffic facilities as a result of an increase in total activity of the facility resulted in the upgrading of controllers and supervisors, but did not include the clerical staff of these facilities. Since this is a facility reclassification, why weren't the secretaries upgraded?

A The new CSC position classification standard was for air-traffic positions, center and terminal option only, indicated in the occupational coverage of the standard. The new standard recognized not only the ever-increasing influence of traffic density but also other environmental and operational factors with which controllers must deal. There is no requirement to upgrade secretarial, clerical or other positions. The position classification process is based

on considerations of the total complexity and level of difficulty experienced in the position compared with published position classification standards. Should you feel that your duties and responsibilities have materially changed, you should consult with your immediate supervisor and, if appropriate, submit a request for a classification review of your position.

Q Prior to joining the FAA, I spent seven years part-time with the National Guard and put in a number of weeks several years working for the Post Office. Since all this adds up to about a year and a half, I'd like to know if I can get service credit toward retirement for it if I obtain documentation.

A Certain types of National Guard technician and Post Office service are creditable toward Civil Service retirement, while other types are not. To determine if your service is creditable, you will have to have complete information as to the type of appointment, exact dates and the conditions under which you were employed for each period of claimed credit. You should supply this data to your servicing Personnel Management Division for review and determination.

Q I currently have a sick-leave balance of more than 2,080 hours and an annual-leave balance in excess of the 240-hour maximum carryover. If I take disability retirement this year, (1) Am I eligible to take the excess annual leave accrued this year subsequent to the beginning of taking sick leave, if I make application for it this year? (2) If I am on annual leave when my retirement is approved, can I continue or will my remaining scheduled annual leave be converted to sick leave? (3) If I can't take the excess annual leave, is the carryover, plus the excess for 1977 and the excess accrued during my sick leave in 1978 placed in a separate leave account and paid in a lump sum when my sick leave is over? Do I have to apply?

A Yes, you may take annual leave after filing for disability retirement if you would forfeit annual leave at the end of the leave year and if you have enough sick leave to carry you over into the next leave year. Only the annual leave that would be forfeited may be used. Annual leave may not be used in the year of separation because PL 93-181 provides that you can receive a lump-sum payment for all annual leave to your credit at the time of separation. If you have used all of the annual leave that is subject to forfeiture at the end of 1977, you will be placed on sick leave. You would continue on sick leave during the year in which you will be separated and be paid a lump sum for the unused annual leave that you have carried over and for the annual leave that you will accrue while using up your sick leave. Alternatively, you may schedule your use-or-lose leave prior to the end of the leave year and then have it restored to a separate leave account. To do this, you request

the leave in advance on an SF-71. This leave should be scheduled for use at the very end of the leave year. After it has been scheduled and approved, you may request that the annual leave be cancelled because of illness. Since there is no opportunity to reschedule it, you can ask that it be restored to a separate leave account at the beginning of the new leave year. It will then be included in your lump-sum leave payment at the time of your separation. Information on this subject was furnished to all Personnel Management Division chiefs in a letter dated Dec. 6, 1974.

Q Exactly what are the implications of being "exempt" from the Fair Labor Standards Act, particularly in terms of Flight Standards inspectors?

A The major impact of being covered (non-exempt) or not covered (exempt) is the manner in which an employee is paid for overtime worked. For non-exempt employees, two computations are made—one under FLSA and the other under Title V, which was the method used for all General Schedule employees prior to the FLSA. FLSA provides for payment at one-and-a-half times the regular rate for all time worked in excess of 40 hours per week that is suffered or permitted. Title V overtime rates vary but cover time in excess of 40 hours per week or eight hours per day that is officially ordered or approved. Counted in the 40 hours for Title V is all time in a pay status, such as annual or sick leave and holidays. Non-exempt employees will be paid for overtime depending on which of these two computations provides the highest payment. Exempt employees are paid for overtime in accordance with Title V provisions. Information on the implications of being exempt or non-exempt from FLSA is in Appendix 10 of Order 3550.10, "Pay Administration (General)." Section 7 includes descriptions of the three general categories of employees who are not covered by FLSA: executive, administrative and professional. Flight Standards inspectors are considered to fall into the administrative category, because they make decisions requiring discretion and independent judgment, based on knowledge of the FARs. Such employees are considered exempt.

Q It is a verbal policy in the Pacific-Asia Region to deny carrying on FAA aircraft dependents of employees based in Honolulu. Management has said that travel in a non-official status should be limited to FAA personnel and their dependents stationed on the outer islands, like Guam and Samoa, based on health and morale. Even though it would be at no additional cost to the government, Pacific and Far East travel is denied us on the basis that we do not have orders to travel or that it is not for health or morale reasons. Nowhere is this required in Handbook 4040.9. Why shouldn't we be able to travel space-available?

A As you indicated, the policy on carrying passengers on FAA aircraft is found in Handbook 4040.9, "General Manual for Operation of FAA Aircraft." This policy permits carrying passengers on some flights operated

for FAA official business, provided additional costs to the government are not incurred and carrying passengers is compatible with the primary flight mission. Within this policy, the using jurisdiction is provided sufficient latitude to meet unique or unusual demands. The Pacific-Asia Region's policy you described represents their interpretation and falls within the prescribed framework.

Q My facility is a Level I VFR tower with five journeymen. In addition to normal duties, we perform limited aviation weather reporting duties. The controller must leave the cab once each hour and go out on the catwalk to observe the wet-and-dry-bulb temperatures. This involves 21 hours a week. When there is only one controller on duty, this LAWRS duty creates the possibility of an incident or accident. Washington Orders 7110.65 and 7230.8 state that temperature and dew-point instruments should be removed, and LAWRS duties should be restricted to those which can be performed within the cab. My region's policy is that the catwalk is part of the cab. We believe that this practice is unsafe.

A The Air Traffic Service discussed this matter with your region. We understand that a request for funds to relocate or replace the existing instruments has been made. Handbook 7210.65 clearly sets forth the duty priority to be followed by each controller; certainly, the separation of aircraft is your greatest concern.

"Direct Line" exists to serve you as a channel of two-way communications. If you have a problem or question that your supervisor, Personnel Management Division or other local office has been unable to resolve to your satisfaction or to supply a reasonable or consistent answer, put it to us.

We attempt to maintain complete anonymity for you to save you embarrassment or hassle, but if your query deals with an individual, personal problem, like a voucher audit, we cannot obtain an answer without using your name and the specifics of your problem. Your name is not forwarded without your permission.

Remember, too, that generalized queries can only merit generalized answers. If you want specifics, you must supply specifics.

You don't have to supply your name if you don't want to, but we do need to know your region. Every query identified with a name and address receives a notification of receipt with an identifying number and a response in writing as soon as the answer has been prepared. Anonymous queries can only be answered by publication in FAA WORLD, which takes longer.

Address your queries to "Direct Line," APA-300, 800 Independence Ave. SW, Washington, D.C. 20591.

Heads Up

ALASKAN REGION

Promoted to assistant chiefs at the Fairbanks FSS were **Doyle B. Riddle** and **Duane B. Ambuehl**. ... Going to the Bettles FSS as its new chief is **Ann N. Carswell**. ... Moving from the Cleveland Center to the Anchorage Center as chief is **Donald A. Enders**.

CENTRAL REGION

Paul G. Johnston is the new chief at the Fairfax Tower in Kansas City, Kan. ... **Donald F. Hensley** got the nod as new facility chief at the Chesterfield, Mo., Tower. ... Selected as the new chief at the St. Joseph, Mo., Tower was **Thomas G. Jones**.

EASTERN REGION

Frank T. Storr is the new deputy facility chief at the Newark, N.J., Tower. ... Moving to an assistant chief's post at the Teterboro, N.J., Tower is **Charles E. Conklin**. ... Advancing as deputy chief at the Buffalo Tower is **Raymond P. Butkiewicz**. ... **Thomas R. Shaver** was reassigned as an assistant chief at the Westchester County, N.Y., Tower. ... The New York FSS/IFSS has a new deputy facility chief in **George Sotcheff, Jr.**. ... **Paul A. Arnholt** has moved to the Lewisburg, W. Va., Tower as chief. ... **Alfred J. Reale** and **Gerald R. O'Donnell** are new assistant chiefs at the Syracuse, N.Y., Tower. ... A new assistant chief at the Wilkes-Barre, Pa., Tower is **Eugene L. Smalley**. ... His new chief is **Edward R. Trudeau**.

GREAT LAKES REGION

Jack B. Fillmore was selected as an assistant chief at the Moline, Ill., Tower. ... The Moline AF Sector has a new field office chief in **Creighton R. Hill**. ... **William J. Martin** was promoted to assistant chief at the Palwaukee, Ill., Tower. ... Advancing to an assistant chief's position at the Cleveland-Hopkins Tower is **Morris A. Ross**. ... **Reginald H. Paul** was boosted to assistant chief at the Indianapolis FSS. ... Moving up to assistant chief at the Saginaw, Mich., FSS is **Gilbert E. Schmiege**.

NEW ENGLAND REGION

Edwin S. Askew transferred from chief at the Hartford Tower to the same position at the Otis AFB RAPCON in Falmouth, Mass.

ROCKY MOUNTAIN REGION

The Denver Tower has a new assistant chief in **Robert N. Graham**.

SOUTHWEST REGION

Freddie A. DeWitt was named the new chief at the Love Field TRACAB Tower in Dallas. ... Advancing to chief at the Monroe, La., Municipal Airport Tower is **Roland E. Downhour**. ... **Norman H. Scroggins** was selected as chief at the El Paso, Tex., International Airport Tower. ... Joining him as assistant chief is **Angelo J. Ciolli**. ... Taking over as chief of the Tulsa, Okla., FSS is **Leon F. Hise**. ... **Albert R. May** will be his new assistant chief. ... Boosted to assistant chief at the New Orleans FSS was **John D. Hunter**. ... **Rex L. Finch** is a new assistant chief at the Roswell, N.M., Airport Tower. ... The Abilene, Tex., RAPCON Tower has **William J. York** as a new assistant chief.

SOUTHERN REGION

Hugh E. Sawyer, Jr., was promoted to chief of the Raleigh, N.C., Tower. ... The Herndon Tower in Orlando, Fla., has a new assistant chief in **Joe P. Carrigan**. ... Transferring to the Albany, Ga., FSS from the Rocky Mount, N.C., FSS as chief is **Harold M. Meadows**. ... Named as new assistant chiefs at the Winston-Salem, N.C., Tower are **Roger E.**

Morgan and **Marc A. Turkaly**. ... **Aubrey L. Rhue** was reassigned as chief at the Birmingham, Ala., FSS. ... Moving to the Hickory, N.C., Tower as chief is **Joseph C. Foster**. ... **Wayne L. Kirby** is the new deputy chief at the Atlanta FSS. ... The Tri-City Airport Tower in Bristol, Tenn., has a new assistant chief in **Sam R. Kassem**. ... **Claude S. Chisam** transferred to chief of the Tampa, Fla., AF Sector. ... Getting the nod as chief at the Gulfport, Miss., Tower is **Lloyd K. Alley**. ... **Thomas W. McGuire** is a new assistant chief at the Macon, Ga., RAPCON Tower. ... Transferring from the Chicago-O'Hare Tower to the Municipal Airport Tower in Atlanta as chief is **Michael J. Powderly**.

WESTERN REGION

Arthur Grueneberger was picked as chief of the Imperial, Calif., Tower. ... Transferring to the Sacramento, Calif., Tower as an assistant chief is **Austin J. Smith**. ... **Sam D. Fabela, Jr.**, transferred to the Santa Rosa, Calif., Tower as chief. ... Moving to the Brackett Tower in Pomona, Calif., to become chief is **Elmer R. Nelson**.

Word Search Answer

Puzzle on page 6

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

Nuts-and-Bolts Training

How can we better prepare supervisors to administer their duties at the working level?" was the question posed at the 1975 Southwest Region Chiefs' Conference.

The answer came this spring in the form of a follow-on workshop to Management Training School, where Air-Traffic supervisors can apply the theory they learned at MTS on a nuts-and-bolts level. It was developed by the supervisors for supervisors—from first-line to chiefs. The region plans to use the experiences gained to develop similar programs for other supervisors.

Ten areas of administrative duties are covered by the workshop, including administration of the facility; training; reporting and handling accidents and incidents; pay administration, time and attendance and absence and leave; conduct and discipline and adverse actions; personnel management;

merit promotion program; liaison and familiarization travel; equal employment opportunity; and labor relations.

The development of the workshop materials took place in the spring of 1976 when nine field supervisors from each of the three Air Traffic options began researching information and developing a basic lesson plan. Late in the fall, four of these supervisors got together to boil all the data down into a presentation-quality product.

A spin-off from these sessions came in the form of a pocket-sized reference guide for Air Traffic supervisors that contains cross-references of agency handbooks, orders and labor-agreement articles, which pertain to more than 200 subjects routinely handled by facility-level supervisors.

The first Air Traffic Supervisors Workshop was conducted April 18 at the regional office, with 15 supervisors attending the 40-hour session. Plans

Jim Williams (center) of the Albuquerque, N.M., Tower discusses the first workshop with (left to right) Arnold A. Anderson, chief of the Southwest Training Branch.

call for the workshop to continue throughout the year, alternating between the three Air Traffic specialties. After all the present supervisors have participated, a workshop will be held each quarter for new supervisors.

How well the workshops have been received is reflected in one supervisor's comment to the workshop manager: "I thought I knew my job until I attended this workshop."

—By Stan McDonough

WALK SOFTLY, STRANGER ... If the sound of rustling leaves grates on your nerves (Hold it down out there, trees!), chances are you're already on Valium. But FAA's Office of Environmental Quality notes that rustling leaves do generate about 20 decibels worth of noise on the "A" weighted scale. And there are a lot of other sounds of daily living that can bug you, too, if you've had a rough night. Moving up the scale—remembering that a 10-decibel increase represents a doubling of noise—we find that soft whispers at five feet are rated at 34 dBA, conversational speech at 60 dBA, a ringing alarm clock two feet away at 80 dBA, a power mower at 98 dBA, an air hammer at 107 dBA and, lastly, a jet airliner 500 feet overhead at 115 dBA. But FAA is working on the last item and, although we may never get it down to the level of rustling leaves, we're going to give it a shot.

SEVENTH HEAVEN ... On the seventh day of the seventh month of the seventy-seventh year of the 20th Century, air traffic



controller Boyd Marlatt of the Boise, Ida., Tower shot a hole-in-one on a local golf course. It happened on the 173-yard seventh hole and, of course, Boyd was using a seven iron. Makes you wonder—given Boyd's affinity with the number seven—why he doesn't give up golf and head for Las Vegas.

ARE YOU SURE CHARLES LINDBERGH STARTED THIS WAY? ... FAA's Flight Standards Service gets so many requests for exemptions from the minimum-age requirements for pilot certificates and soloing aircraft that you have to wonder if the

younger generation isn't learning to fly in kindergarten these days. These requests have involved children as young as nine years of age, but most of these were for plain, old, ordinary, humdrum, everyday flying. A more-ambitious project was outlined in a recent request for a 12-year old to fly solo across the Atlantic VFR/IFR in a single-engine land plane two years from now, when the boy is 14. Flight Standards is discouraging the idea.

DARK PASSAGE ... Speaking of trans-Atlantic flyers, Charles Lindbergh also had to get an exemption from Federal air regulations for his historic New York to Paris trip 50 years ago. He later recalled asking Aeronautics Branch chief Bill MacCracken for permission to make the crossing without navigation lights in order to save weight and getting this reply from the man who was, in effect, the first FAA Administrator: "Well, you probably won't encounter much night traffic up where you're going. I think we can give you a special dispensation just this once." Things were a lot simpler in those days.



Secretarial Institute course director Phyllis Burbank of the Office of Personnel and Training checks over Eunice Dawkins' work in FAA procedures.

Learning To Do It Our Way

Approaching any new job could be not only exciting and challenging but also bewildering and frustrating until the new employee gets the hang of it. Nowhere is this truer than with clerical and secretarial personnel, for whom methods bulk large.

Now, a single course, termed the Secretarial Institute, has been devised to provide training for people entering the Federal secretarial workforce, those transferring from other agencies and those who might need update training.

The 60-hour Secretarial Institute was developed to help these employees become more productive in a shorter length of time through better understanding of FAA operations and decision-making techniques and through improved work methods.

The distinctive trait of the course is its modular form that makes it adaptable to the varying needs of the employees who come to it. It is made up of 19 modules, which provide for the scheduling and teaching of selected portions of the course according to the type of work the

employee will be doing and to where the employee was working before. These include orientation to FAA; typing maintenance and typing tips; telephone techniques; correspondence—letters, Secretary of Transportation correspondence, FAA Administrator correspondence and White House and Congressional correspondence; models of address; stationery and forms; time & attendance procedures; proofreading; utilization of time; travel procedures; telegraphic messages; directives; interpersonal communications; filing; four English usage sessions—capitalization and spelling, punctuation and word division, abbreviations and numerals and reference guide for word usage.

All modules are complete units, and several can be given as self-study exercises.

The course has been given four times in Washington Headquarters, and a two-day Secretarial Institute was conducted by the Training and Career Development Branch for the New England Region this past spring. The design of the course makes it adaptable for use at facilities and centers.

Feedback from supervisors of personnel who took the Secretarial Institute clearly indicates they believe their clerical/secretarial people are better informed and equipped to handle office management and FAA procedures.

Old Gooneybirds Never Die

The workhorse of flight inspection and myriad other FAA activities, the DC-3, is rapidly being phased out of FAA service. But just as it has survived the last 40 years of advances in aircraft design, the indestructible "Gooneybird" still won't completely fade away.

Fifteen of FAA's former DC-3s are in use by the Department of Agriculture in Mexico in the battle against the screwworm, the parasitic

larvae of the blowfly that causes hundreds of millions of dollars of livestock losses. With the flight-inspection electronic gear removed, each Gooneybird has been modified at a cost of \$30,000 to carry and release a load of eight million sterile blowflies. These are dropped into the natural population to cut reproduction.

No light duty for the old birds—each DC-3 puts in about 350 hours flying time a month.

HOME IS WHERE THE HARBOR IS



Since Ben Parker lives on his 24-foot sloop all year, he uses a boom tent to extend his living quarters.



Evelyn and Al Houck in the well-furnished salon of their 52-foot yacht call it home all year round.

For two New England Region FAAers, 1976 was the year in which they made their fondest secret-life-of-Walter-Mitty dreams come true.

It was then that Al Houck and Ben Parker gave up the traditional life of living in a house or apartment, tossed away their inhibitions and went down to the sea in ships to live.

Houck and his wife, Evelyn, and Parker, a bachelor, have been able to live a life free of many of the mundane problems most of us face, ever since they began calling a boat a home. Even though others may have had similar secret longings, the first question their friends ask is "Why?"

Houck, the region's Executive Officer, replies, "It's something that's been in the back of my mind since I was a teenager, and if I was ever going to do it, I had to do it now." Parker, who is the second-career program manager, had the same bent, saying simply, "I've always had visions of living on a boat."

The Houcks now live on a 52-foot cabin cruiser near downtown Boston at

the historic Lewis Wharf, enjoying most of the comforts of any home and with fewer of the hassles. "Life on the water is informal," Houck says, "and if you don't like where you are, you can simply move elsewhere without difficulty."

His yacht, the "Scrimshaw," has all of the modern conveniences—two televisions, a telephone, air conditioning and electric heat. A "lifeline" connected to their boat from the dock provides them with fresh water and electricity.

Houck's captain's cabin is spacious, accommodating a king-size bed and a color television and has a shower/bathroom facility and ample closet space. Their living room is quite cozy, having wall-to-wall carpeting and potted plants adding to the decor. Despite some of the obvious tradeoffs, Houck can't think of any disadvantages of living on a boat.

Parker's accommodations are quite austere by contrast. He owns a sharp-looking 24-foot sloop dubbed "Snow Goose." But as a single and with his interests, Parker doesn't feel he needs

all the comforts that most people expect in a home.

His sloop has one main cabin, about nine feet wide and 11 feet long, within which he sleeps, eats, cooks and spends his spare time, mainly reading. So he doesn't want or need a television set. Asked about the confined space, Parker says, "I have no distress. It's very warm, very comfortable, and I had a very good winter," pointing out that he uses a boom tent to extend his quarters in the winter. "This gives terrific insulation, especially when the boat is covered with snow."

During the winter, Parker has his sailboat tied up in Beverly, Mass., with a "lifeline" like that of the Houcks, but the rest of the year, he moors it off Salem, Mass. "The peace and quiet of living offshore is great," he noted, "and I can fish or swim in my 'back yard'."

In the warm months, their back yards can be anyplace. The Houcks like to go to Nantucket Island for weekends, while Parker heads north to the coast of Maine or South to Block Island between Rhode Island and Long Island.

Parker and the Houcks have tried living on a boat, and they like it.

—Story and photos by Vet Payne



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THE CHANGING SCENE

Almost 50 years ago, Newark and commercial aviation got moving together. At left is the present Newark, N.J., Tower standing on the airport that was built only eight months after Lindbergh's trans-Atlantic flight and that sported the first hard-surface strip on any commercial airport in the country—a 1,600-foot asphalt runway. Still standing in a field that is part of the Newark Airport complex is the Loop Range (above) that was constructed at the same time (1928) and linked Newark with Cleveland. Its first customer was reputed to have been Henry Ford in his Trimotor.