

INTERCOM

F E D E R A L A V I A T I O N A G E N C Y

John H. Halaby
Administrator

63-24 August 14, 1963

MESSAGE FROM THE ADMINISTRATOR:

"It is about time to settle down to work without further major reorganizations. By the end of our fifth year, the basic FAA structure will be firmly established and we will live within it. Numerous changes in organization and staffing have been made during FAA's first 5 years -- all of them sincerely intended to improve the Agency in an era of technological and economic change. The period of unbroken, rapid expansion of FAA is now over, however, and our objectives, requirements and systems are now more precisely identifiable. Therefore, the Agency is now being consolidated and stabilized. "In Washington, Atlantic City and Oklahoma City reorganization of administrative supervision will therefore be completed by January 1, 1964, and curtailed thereafter except for adjustments required by Congress, the President or by proven results of field experiments. With regard to Management Services and the Office of Headquarters Operations, changes made necessary by the current consolidation and the move to the new building will be made as soon as possible after the New Year. Of course the program for optimum manpower and facility utilization will continue as part of constant and vigorous management and will yield higher efficiency as we learn how to use our resources in leanest, cleanest and keenest way. I count on all of those who want to make FAA the best in public service to cooperate and unify their efforts by moving through this next phase and establishing a steady, sure course for the future."

COMMITTEE APPROVES EXTENSION OF AIRPORT ACT. On August 8, the Senate Commerce Committee approved S-1153, extending the Federal Aid to Airports Act for three years at an annual level of \$75 million. Favorable action by the Senate on the legislation is expected soon. Hearings on a similar Bill have been held by the Subcommittee on Transportation and Aeronautics of the House Interstate and Foreign Commerce Committee but to date the Bill has not been reported.

MODERNIZING UNIVAC. The UNIVAC systems in the Washington, Indianapolis, Cleveland, and Boston Centers, now in use under service-rental contracts, are to be purchased outright and modernized under a \$4.3 million contract with the Sperry Rand Corp. A new device called CUE (for computer updating equipment) will eliminate voice coordination between sectors. Instead controllers will program flight information into the computer from data keyboards located at the sector where it will be processed and flashed to other controllers concerned with the flight. The contract also covers subsystems which will print the flight progress strips directly at the control sectors. Delivery will begin within 12 months, the initial installation scheduled for the Washington ARTCC.

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SRDS SEEKS COST INFORMATION. The Agency has entered into a contract with the Planning Research Corporation of Los Angeles for a series of studies to determine the total annual cost of some 120 types of air traffic control and navigation facilities over the period covering Fiscal Years 1952-1963, and to project these annual cost estimates through 1970 on the basis of the current FAA five-year program; also to combine facility costs by ATC/NAV system elements, sub-areas and areas; and to estimate FAA's investment in ATC and NAVAIDS as of the end of Fiscal Years 1963, 1965 and 1970. Amount of contract: \$33,735. The information is needed in order that costs and potential benefits of proposed new developments can be compared to present costs.

NAFEC SITE OF HELICOPTER WAKE STUDY. The nature of air disturbances surrounding a helicopter is the subject of an 88-page (including two appendices) brochure, illustrated with color photos, just compiled by Aircraft Development Service, after extensive tests at NAFEC planned and conducted by Theodore Sanford, DS-40, with NAFEC engineer William Hierung, Evaluation Division, SRDS, as Project Manager. Using an S-58 (Sikorsky) 'copter, the tests were conducted to determine wake characteristics of velocity vs. time. The data obtained, as well as motion picture coverage of the wake when colored by smoke, may be used in establishing safe aircraft spacing for traffic control in the terminal area both by pilots and tower controllers. Formal title: EVALUATION OF THE WAKE OF AN S-58 HELICOPTER.

'COPTER AUTO-ROTATION STUDY AVAILABLE. The first comprehensive study of "power-off" landings in a single-engine helicopter has just been compiled by Aircraft Development Service and is available to interested parties. The tests, numbering 700, were carried out under various conditions from sea level to 10,000 feet, the latter taking place in the High Sierras. Test Director Theodore Sanford, DS-40, presented the findings in a paper before the American Helicopter Society in May 1963; co-authors were William Hanley, NAFEC, and Gilbert DeVore, Consultant. The 76-page booklet bears the title: AN EVALUATION OF THE EFFECTS OF ALTITUDE ON THE HEIGHT VELOCITY DIAGRAM OF A SINGLE ENGINE HELICOPTER.

BOYLE LEADS U.S. DELEGATION TO TOKYO. Robert P. (Pat) Boyle, Deputy Assistant Administrator of International Aviation Affairs leaves this week for the ICAO Diplomatic Conference in Tokyo. From August 20 to September 16, delegations from ICAO member countries will discuss "Crimes Aboard Aircraft." As Chairman of the five-man U.S. group, Boyle will have with him Allan I. Mendelsohn from the State Department, John H. Wanner, General Counsel of the CAB, John Steven, Air Transport Association, and Clifton Wade, a State Senator from Fayetteville, Arkansas.

SIMULATOR CARRIES THINGS TOO FAR. After 35 years of active flying without incurring so much as a scratched finger, Arthur E. Jenkins, FS-6, experienced a lamentable lapse of luck. He was one of four "pilot-observers" shaken up when the moving cockpit in the FAA fog chamber failed to stop at the end of its simulated landing run during tests of light patterns in daytime fog and crashed into a set of shock absorbers. Art's first aviation accident earned him a banged up knee -- and a bad fracture of his ego.

SRDS ENGINEERS COMPLETE STUDIES. Hans Giesecke, Chief, Experimentation Division, and Richard F. Frakes, Chief, Systems Standards Branch, Environmental Development Division, have completed the six-week University of California residential program for Modern Engineering for Modern Executives. Included in the curriculum are highly technical subjects such as nuclear engineering, plasma physics, biotechnology, modern chemistry, energy conversion, and quantum mechanics.

COWBOYS OF A DIFFERENT ELK. When over a thousand starving elk could not locate food last winter in Yellowstone National Park, the forest rangers used two helicopters to drive the animals into feeding areas. Delighted with the successful results of that modern roundup, the Forestry Service now relies on its "Whirly Bird Cowboys" to reach for the skies during emergencies.

LIFE BEGINS AT SEVENTY. It may or may not be a record, but it is not very common. Arvid I. Ericsson of Ft. Lauderdale won his private pilot's license last week after receiving his instruction from Flight Instructor N. E. Caplan. What is so unusual? Although there are a number of seventy-year-old pilots, Ericsson began his flying career after he had reached three score and ten.

PAYROLL WITHHOLDING OF UNION DUES. Voluntary payroll deduction of employee union dues will be started in January 1964 throughout Federal Civil Service. Employee organizations will pay the cost of the administration of the dues deduction systems, the Civil Service Commission will set the fees.

PERSONNEL DATA SYSTEM. Information furnished by all Agency GS-14's and above will be used in a test this fall of a personnel data system being developed jointly by the Office of Personnel and Training and the Office of Management Services. Data needed for such things as selection, placement, career planning, and identification of training needs will be obtained through questionnaires. The system is designed to speed up the availability and widen the range of personnel information.

NEW MAN ON BOARD. Lt. Col. Richard Potter, a communications and navigation expert, has reported for duty with I&M as assistant to Harvey Bresler, recently appointed Program Manager for the VORTAC Branch. Col. Potter helped set up the common system back in 1957-1958, and was U.S. representative in Europe in conjunction with the implementation of VOR/DME/TACAN as the international short range navigation system. He comes to the FAA from the Army War College, Carlisle, Pa.

CAPTAIN HOLM LEAVES AGENCY. After a three-year tour of duty with the FAA, Captain Stanley R. Holm (USN) left his post last Friday as Chief of the FAA's Defense Coordination Staff. He reports this week to the Naval War College at Newport, R. I., to attend a ten-month senior course in naval warfare. In his most recent Agency assignment, Capt. Holm maintained liaison with the Defense Advisory Committee on FAA matters, assisted in coordinating subjects of joint FAA/DOD interest, and supervised the Agency's defense readiness activities.

YOU'RE INVITED TO A MOVIE. A fifteen minute color film will be shown tomorrow, Thursday, August 15, in the Solarium at 12:00. Called "One Eye on the Instruments," the movie demonstrates how the pilot who flies "by the seat of his pants" can get into trouble and shows how FAA's Blue Seal Program to encourage elementary instrument flying can make him a safer pilot. The FAA Flying Club welcomes all employees to see the showing.

FEDERAL SERVICE JOINT CRUSADE APPLAUDS FAA. In his role as National Chairman of the Federal Service Joint Crusade, W. Willard Wirtz recently awarded the Federal Aviation Agency with a Certificate of Appreciation for outstanding achievement in support of the 1963 campaign. Washington Metropolitan Area contributions totaled \$314,671.80, and the FAA's portion was \$5,080.23, representing 92% employee participation.

FOCAL POINT FOR HEADQUARTERS BUILDING. That whirlwind, Mary E. Healy, Deputy Manager, Office of Headquarters Operations has been designated as THE person in charge of the Big Move to 800 Independence Avenue. As soon as space in the new building is available she, and a selected planning group, will move there to handle details of the complicated operation on site.

FOOD FOR THOUGHT WITH LUNCHEON MUNCHIN'. Aug. 30 and Sept. 20 will be show time in the Solarium on the 7th floor of building "C" at 1711 N. Y. Ave., curtain going up at noon. The flicks will be far from frivolous film fare -- but they won't be dull, either. They are aimed at improving personnel management, as the titles indicate: Aug. 30 - In-Service Management Engineering - (12 min.); Sept. 20 - Production 5118 - (30 min.). The sponsoring activity, Management Analysis Division, invites all to attend. Bring your own lunch.

NEW FEDERAL AIR SURGEON APPOINTED. Dr. M. Samuel White, Command Surgeon, ATC Randolph Air Force Base, has been appointed Federal Air Surgeon by Administrator Halaby. Dr. White, a flight surgeon for nearly 28 years, graduated from the USAF School of Aviation Medicine at Randolph in 1935, will report for duty about October 1. His distinguished career includes responsibility for the Air Transport Command's global air evacuation of U. S. sick and wounded during World War II, medical support and aeromedical evacuation for military personnel during the Berlin Airlift. Dr. White will remain on active military status as a Major General when he moves into his FAA job.

INTERCOM

FEDERAL AVIATION AGENCY

Art Halaby
Administrator

63-25 August 21, 1963

SUPERSONIC NEWS. Thursday, August 15, FAA released its Request for Proposals (RFP) on the Supersonic Transport to the nation's aviation industry. The previous day Mr. Halaby held a press conference primarily to discuss the SST. The same day the White House announced President Kennedy's appointment of Eugene R. Black, former President of the World Bank, as financial advisor to Mr. Halaby on the program, and named Stanley de. J. Osborne, chairman of the board of Olin Mathieson Chemical Co. as Mr. Black's deputy. The Administrator cleared up the \$2 billion misconception in relation to development of the SST by explaining that the figure was for a "full blown Mach 3, all titanium, 175 passenger, 4,000 mile airplane (manufactured) in a crash effort, regardless of cost, all the way up into production," which was not at all what FAA was talking about, but rather an airplane that is superior to the competition, with a longer range and superior handling and load capability. "We do not think that the Government should start building airplanes, directly or indirectly," he emphasized. The RFP covers 79 pages; calls for initial submission of manufacturers' designs, by January 15, 1964. If a clearly superior airframe and engine emerges from this initial competition, the go-ahead will be given by May 1, 1964 to proceed with development. However, if this clearly "winning combination" does not appear, two airframe and two engine manufacturers will be chosen to proceed. Decision on those who will complete development of the SST will follow in 1965. By 1968 it should be test-flying; certificated for commercial airline service, and ready to carry passengers by the middle of 1970. Estimated development cost of the program is \$1 billion to be shared by Government and manufacturers. Specifications require an aircraft with a range of 4,000 statute miles; payload of 30/40,000 pounds, which would mean 125-160 passengers, plus 5000 pounds of cargo and mail. The American SST must cruise at Mach 2.2 or better, must be capable of operating from today's major jetports; noise must not exceed the noise created by current long-range jet transports and sonic boom levels must be kept within limits tolerable to the public. The configuration and the engines and thrust are being left to the manufacturer as matters which in Mr. Halaby's words "should not be designated by a Government agency."

LUFTHANSA IN FIRST VISIT TO DULLES. Knowledgeable spectators at Dulles International Airport raised questioning eyebrows early last Saturday evening when a sleek Boeing 720B, flying Lufthansa colors, whined to a stop after a non-stop flight from Frankfurt. This is the first time Lufthansa landed at Dulles, and the first time in several years that the German airline flew into Washington, D. C. area civil airports. (Nearby Andrews AFB reports one Lufthansa visit two years ago when Chancellor Adenauer visited the country on a state mission.) The flight to Dulles was a charter operation carrying 72 delegates to the Nationale Katholische Wohlfahrtkonferenz (National Catholic Welfare Conference). After a refueling stop the plane proceeded to Idlewild, its regular U. S. base of operations.

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TO REPORT ON "NEAR MISS" PROGRAM. David D. Thomas, Associate Administrator for Programs will represent Mr. Halaby August 26 at the Fourth Annual USAF Safety Conference at Sandia Air Force Base, New Mexico. Subject of his talk is the Near Mid-Air Collision Potential.

LOCKHEED SOLVES A JETSTAR PROBLEM. Engine malfunctions due to water ingestion from runway water accumulations were a source of difficulty on the Model 1329 JetStar until a recently modified nose wheel tire was developed and successfully tested. The new nose wheel tire incorporates a circumferential bead on the tire side wall to deflect water splash. It is similar to the tire used on the French Caravelle. In addition, Lockheed is now studying the horizontal stabilizer cracking problem on the Model 1329 JetStar. The cracks experienced have been attributed to sonic vibration of the stabilizer from engine sources.

INSIDERS GUIDEBOOK TO FAA REPORTS, FORMS. Reporting Systems Management Branch, Office of Management Services, has taken the first step in reducing unnecessary reports by sorting out 464 recurring reports and has published a complete 95-page index telling by what authority, when, on what form (if any), to whom, reports are required and expected. Distribution of the catalog was made in mid-July on a two-per office basis. Additional copies can be had through normal distribution channels.

ROCKFORD ATC'S DESERVE PAT ON BACK. Controllers at the Greater Rockford (Ill.) airport directed a total of 14,198 operations during the six-day Experimental Aircraft Association Convention two weeks ago. Normally, traffic for a similar period is 1500 operations. On the peak day there were 4,766 operations and an estimated 2500 aircraft on the field. Rockford Controllers Arneson, Tipton, Weatherford, Gale, Johnson, Stoike, Truckenbrod, Rutkoske, Kinkade, and Waggoner -- under the direction of Chief Richard Smolla -- were aided by Green Bay ATC Gaddis, Fort Wayne ATC Vaughn, and Oshkosh ATC Wepner.

THREE IN HQ GIVEN FAA AWARDS. Within the past few weeks, John B. Hogan, HQ-1, was given a commendation and Sustained Superior Performance award by Associate Administrator Alan L. Dean for his outstanding work on Project Pipeline. William E. "Spud" Murphy, HQ-400, a Special Act Award for services rendered during the Cuban crisis last fall, and Dana L. Scott for handling two key positions (Chief, Standards & Policy Staff, and Administrative Officer, MS-103) in a superior manner at the same time over a prolonged period.

MR. SMITH GOES TO PARIS. Claude H. Smith, Chief, International Organizations Division, Office of International Aviation Affairs, has been designated by Administrator Halaby as Chairman of the U. S. group to attend an International Civil Aviation Organization conference beginning January 21, 1964. The Meteorological Operations (MET/OPS) Divisional Meeting will deal primarily with operation requirements for aviation meteorology and operation of aircraft. It will be held simultaneously with the Third Session of the Commission on Aeronautical Meteorology of the World Meteorological Organization.

PARKING-800 INDEPENDENCE AVENUE. The new HQ Planning Group is giving priority to this touchy subject, realizing it is uppermost in everybody's mind. A system that will assure fair distribution of parking permits inside the Agency's 500-car garage is being worked out and the details will be given at the soonest possible moment. Information concerning public transportation and pay-parking will also be forthcoming.

DODD LEAVES FOR U.N. CONFERENCE IN ROME. Edward F. Dodd, Chief of the Air Transport Branch in the Office of IAA, has been named by Mr. Halaby to serve as an advisor on a delegation of U.S. Government and industry representatives to the United Nations Conference on International Travel and Tourism. Eighty U.N. member nations are expected to attend the conference from August 21-September 5 in Rome. The FAA's chief interest is in the deliberations relating to speeding the movement of aircraft and air passengers across international boundaries.

FAA ACADEMY SURVEY. A survey team is canvassing the Central Region this week to ascertain how a region decides its training requirements. Another team is at the Academy performing an internal review of Academy administration.

OVERHAUL TIME EXTENDED FOR FAA AIRCRAFT. Time between block overhauls for the Boeing 720 (N-113), Convair 880 (N-112), and the Lockheed L-118 (N-111) has been extended from 3000 to 4000 hours. Time between overhaul for the Aero products -606 and -606A propeller regulators used on the L-118 and the Allison prop-jet Convairs has been increased from 1250 to 2500 hours.

COMMUNICATIONS CONTROL CENTERS. Successfully tried out first at Headquarters and later in the Southern and Southwest Regions, Communications Control Centers, operating on a 24-hour 7-days-a-week basis are now to become part of all Regional organizations. CCC's major value (other than its significance in time of emergency) is that it provides an around-the-clock point of contact and is a simple, rapid means of disseminating information to executive management and other Agency officials.

NEW TRAINING METHOD. Two new courses concerned with conference leadership and handling of employee discipline, dissatisfaction and complaints will be offered first level supervisors by means of a new training method beginning next March. After learning the "hows" through home study, 6 to 10 students will be brought together to practice what they have learned and to teach each other.

ACTING DEPOT MANAGER AT AC. Warren E. Neuman, formerly employed by the Army Materiel Command, Washington, D. C., has reported for duty at the Aeronautical Center where he will serve as the Acting Manager, Installation and Materiel Depot during the absence of Ronald W. Pulling, chosen by Princeton University to take its special one-year course in the Inter-Relations of Foreign and Domestic Policy.

DALLAS-FORT WORTH PROCEEDINGS. The CAB hearing into the advisability of a regional airport for Dallas-Fort Worth which commenced on July 8th was adjourned on August 8, to be reconvened later in Washington, D. C. During the last reporting period, the City of Dallas announced that a resolution had been enacted by the City Council that if Love Field were terminated as an air carrier airport, it would be closed and disposed of for commercial development.

DATA AVAILABLE ON CARRIER MISHAPS. Civil Air Carrier Accident Review, Vols. 1, 2, and 3 (dated July 15, 1963), has been distributed throughout the Agency. The statistics give comprehensive coverage of air carrier accidents for the period 1957-1962.

NEW HEARING OFFICER. Harold H. Leeper has been appointed the fifth member of the Administrator's Panel of Hearing Officers. He will be assigned to Headquarters, Eastern Region and NAFEC. Hearing Officers conduct hearings on proposed enforcement actions affecting certificate holders and on employee appeals of adverse personnel actions and grievances. Leeper joined the FAA/CAA in 1956 at the Aeronautical Center and moved to Headquarters in 1959 as Chief of the FSS Manpower Branch.

EXECUTIVE SCHOOL. GS-14's and above who are serving in branch chief and higher positions are eligible to attend the 15th Executive School to be conducted by the Agency at Charlottesville, Virginia, September 29 to October 11. Agency Notice PT 3110.23 spells out the details.

SHIP AHOY, MATES. All FAA Club hands should plan to cast-off on their Moonlight Cruise and Dance, Saturday night, August 24. The affair, an informal party, will sail down the Potomac with an hour's stop at Marshall Hall. Stowaways, if discovered, will be forced to walk the plank straight to the ticket wicket, so avoid embarrassment by ordering passage in advance from Cecilia Graham, ext. 3390 and Jack Barker, ext. 3980. Looking ahead to Fall, the Club's annual picnic is slated for September 14 at Smokey Glen Farm near Gaithersburg, Md.

AGENCY IS ALL FOR CULTURE. A special message from G. Ward Hobbs: "As Chairman of the FAA fund raising drive for the National Cultural Center, it is with pride that I report the final figure of participation for FAA is 78% and cash received \$3,057.71. I want to thank each and every employee who helped make this possible and especially the keymen who assisted me in this drive. I am sure all of you will benefit by the final results of this National Cultural Center."

NEW PROJECT OFFICER JOINS FLIGHT STANDARDS. Lt. Col. William R. Fuchs, USAF, has recently reported to the FAA as Chief Project Officer (Transport) on the staff of the Chief, Engineering and Manufacturing Division of FS. He has been associated with Air Force academic and flight training during most of his service. Colonel Fuchs was in one of the first group of instructors at the Air Force Academy where he planned and developed the thermodynamics laboratory and initiated the Soaring Program. He has recently returned to this country from Ottawa where he was Exchange Officer with Royal Canadian Air Force Headquarters.

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F E D E R A L A V I A T I O N A G E N C Y

Art Halaby
Administrator

FAA Library

63-26 August 28, 1963

EYES THE SKIES. Charles H. Smith, an air traffic control instructor at the FAA Academy, is the Agency's nominee for NASA astronaut training to be given at the Manned Spacecraft Center at Houston. NASA expects to select 10 to 15 new astronauts in about two weeks. Smith, 33, has more than 1100 hours jet pilot time. He has been with the Academy since November 1962.

MECHANICS SAFETY AWARDS PROGRAM IN HIGH GEAR. All regions report enthusiastic response to the nation-wide program. Award judging committees have been organized and regions report eager support by industry and labor. From indications now, it seems a sure bet that almost all 50 states will produce nominees eligible for regional and national awards.

THE NAME'S NO LONGER THE SAME. The U. S. Air Force uses the short title "EAME" for its activities in the European, Africa, and Middle East Communication Area. By coincidence, the FAA had considered using the same title and code designator for the new Agency office covering the same area. To avoid confusion, the term "EAME" should not be used by FAA personnel unless they are specifically referring to the USAF Communication Area. George Prill will use the full title, "FAA Assistant Administrator, Europe, Africa, Middle East" in writing and will use EU-1 as a code designator.

FSF TO CRASH-TEST TRANSPORTS. The Flight Safety Foundation has been given an FAA contract for \$168,700 to crash-test two surplus four-engine transport aircraft. The runway crash-tests will be conducted at Deer Valley Airport near Phoenix, Ariz., early next year. In the tests, the remote-controlled aircraft will be accelerated along a runway with all engines running. The wings will be ruptured on one side by trees or poles, on the other by smashing into an embankment. The landing gear will be wiped out when the fuselage strikes an inclined ramp. It will then strike a second, steeper ramp. Enough fuel will be carried to operate the engines; otherwise the tanks will contain colored water to determine fuel spray patterns. Instruments installed throughout the wings and body will measure crash loads and record the punishment the aircraft takes under these crash conditions.

THE BUDGET AGAIN. The Agency Budget Review Board will convene this week and next to take a first look at proposed estimates for 1965.

OPT EXPLAINS PROGRAMS. In October, Robert H. Willey, Assistant Administrator, Office of Personnel and Training, will tell the Air Traffic Control Association Convention in Dallas and the National Association of Air Traffic Specialists' Convention in Oklahoma City, about the Agency's P&T programs. He will also participate in an international conference sponsored by the Public Personnel Association in Philadelphia.

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McFARLANE HEADS DELEGATION TO BANGKOK. Hugh A. McFarlane, Chief of the Foreign and Overseas Staff, Air Traffic Service, will lead a group of seven American delegates to a Southeast Asia Regional meeting of ICAO next month. It is expected that 30-35 member nations will convene in Bangkok on September 17 for a three-week session to review the traffic control and communications facilities in Southeast Asia and to discuss ways to bring those services up to present requirements. Other FAA men on the delegation will be John Von Runnen and Lavere K. Budge of ATS, John L. Templeton, FS, and Robert S. North, SRDS. Edward M. Vernon of the U. S. Weather Bureau and Lt. Col. Gabriel A. Hartl, DOD/USAF complete the U. S. delegation.

SIMPSON TO COMMAND RECON WING. Wing Commander Robert C. Simpson, Royal Air Force, has terminated his tour as military representative of the United Kingdom Mission to the FAA and will proceed to Germany where he will take command of a Canberra reconnaissance wing. He was assigned to SRDS in 1962.

BEACON AND GENERAL AVIATION. Joseph D. Blatt, SRDS Director and Associate Administrator for Programs, David D. Thomas, will address delegates to the National Aircraft Trades Ass'n., meeting in Columbus, Ohio, Sept. 21. Mr. Blatt will discuss "Project Beacon In The National Airspace Utilization System." Title of Mr. Thomas' address is: "What Will 'Project Beacon' Do for General Aviation." Keynote speech will be by Gil Quimby, vice president, NARCO Corp. On the agenda are discussions on SLATE (Small Lightweight Altitude Transmission Equipment), and GAT (General Aviation Transponder).

FLORIDA HEARS ABOUT GENERAL AVIATION. In conjunction with the State of Florida Development Commission, the FAA is offering a helping hand to promote general aviation in the state. A series of general aviation seminars will be held soon at Pensacola, Jacksonville, Orlando, Tampa, and Ft. Lauderdale. Southern Region personnel have helped in advertising the seminars, in providing speakers, and will give additional help in promoting greater interest in Florida's general aviation activities.

NO PROGRESS ON BENEFITS. Two items which have considerable bearing on FAA employees are being considered in the Bureau of Budget awaiting approval before being presented to Congress. One, call-back overtime, would give relief to electronic maintenance people who, when called back to duty after duty hours, are now seldom paid for time spent in traveling to a site where a malfunction has been experienced. The other would broaden the coverage and increase the payment of expenses incurred by an employee when he is relocated for the convenience of the government.

AUDIT CONFERENCE SCHEDULED. The Western Region's headquarters office will act as host to Agency Audit Division Chiefs at their annual conference in Los Angeles the week of Oct. 14-18. Discussion will center on the audit function's contribution to effective management under the Administrator's concept of a decentralized organization.

ILLUMINATION IN THE WATER? The FAA has long been concerned about the lack of any requirement prescribing that life preservers and life rafts carried aboard air carrier aircraft be equipped with a means of illumination. Consequently, the Agency has under consideration a proposal to amend Parts 40, 41, and 42 of the Civil Air Regulations to include such a stipulation to facilitate the location of persons who have survived a water landing.

MEDALS FOR SHEA AND DAVIS. Lt. General Harold W. Grant presented Air Force Commendation Medals to two AF officers assigned to the FAA. Major Richard W. Shea of the Flight Inspection and Procedures Division of Flight Standards was commended for his work in establishing new air route structure segments and an Air Force control NOTAM facility for the Pacific area. Colonel Dale D. Davis, Chief of the Supersonic Transport Division in Aircraft Development, was honored for his outstanding work at the Holloman AFB Missile Development Center in New Mexico where he was Chief of the Plans Division.

SQUARE DANCE AT WNA. Multi-engine transports are the markers in a "square dance" at Washington National Airport as the hefty planes are being shifted around one step ahead of crews resurfacing major portions of the main apron area -- with nary a one misplaced and no time lost in scheduling them for flight. The intricate, five-phase, \$497,849 project calls for the resurfacing of some 87,000 square yards in 90 days, a tight schedule that has workers putting in 10-hour days, six days a week. The job will be topped off with an 8690-ton bituminous surface course that will be resistant to jet fuels and blast.

CHICAGO ARTCC DEDICATED. The Chicago Air Route Traffic Control Center, located at Aurora, Ill., was dedicated August 22 by Administrator Halaby. Accompanying the Administrator were Associate Administrator for Programs D. D. Thomas and Central Region Director J. M. Beardslee. Some 1800 people visited the Center during the day.

THE FIRST 28,000 YEARS, ETC. Personnel Operations Division HQ issued 1,676 Career Service emblems to Washington Offices and Services for distribution to employees who have completed 10 to 40 years' Federal service. They were grouped as follows: 10 years - 529; 15 years - 288; 20 years - 650; 25 years - 144; 30 years - 44; 35 years - 19. Blue and gold 40-year emblems with diamond inset were earned by Francis Redmond, IM-280 and Francis Eastman, IA-25 who started working for the government in 1922. Added together the pins represent a total of 28,275 working years -- remarkable in an Agency about to celebrate its fifth anniversary.

REMINDERS FOR WEDNESDAY, AUGUST 28. The Administrator has requested sufficient personnel be on hand to carry on the essential business of the Agency.... For those who plan to report for duty: Agency parking lots will be open.... Parking at 1711 for reserved space holders only.... Entrance to Tempo lots through North 17th Street gate and ONLY to cars displaying FAA parking permits.... All employee entrances in the Tempos may be used.... At 1711 enter through main lobby.... Be sure you are carrying your FAA ID card.... (ID cards will NOT be issued this Wednesday, August 28. Requests for ID's should be put off until Wednesday, September 4.) Commercial parking lots will be open but no street parking will be allowed in a large section of mid-town Washington after 12:01 a.m. and very little in adjacent areas.... Constitution Avenue will be open to pedestrian traffic only.... Shuttle service will not operate.... T-5 Cafeteria closed.... Main Navy Cafeteria open.... FAA snack bars are expected to be operating. To be on the safe side, pack a lunch.

HQ-620

B-2 S-2 T-1 E-2-6

BRANCH - 4 -

NEW LOOK AT 800 INDEPENDENCE. Headquarters will shortly exchange its varied drab surroundings for a single building, efficient, spotless and modern, where walls, partitions, rugs, and upholstery all have been color-keyed to blend and contrast harmoniously with one another. The first and second floors will house the lobby, reception desk, exhibit room, cafeteria, and snack bar. The 1008 windows have vertical blinds of a material that lets in light and keeps out glare; recessed fluorescent fixtures assure maximum light in every corner. The new furniture is attractive and functional and will be supplemented by whatever furniture now being used that can be refinished and used to good effect.

CHANGE IN SECURITY PROCEDURES. The Security Control Point which records information classified as SECRET or CONFIDENTIAL has been transferred to the Compliance and Security Staff, Office of Headquarters Operations. Inquiries concerning the proper handling of such material, and requests for setting or changing combination locks on file cases should be directed to Armin Roseman, Chief, CS Staff, HQ-10, Room 1107 T-5, Ext. 4556.

LEAN, CLEAN AND KEEN. Frankly, thoughtfully, and off-the-cuff, Administrator Halaby on August 21, met with Headquarters supervisors in the Department of Commerce Auditorium to discuss decentralization. The group of Branch Chiefs, Division Chiefs, and Office and Service Heads heard the Administrator clarify many of the uncertainties that have been echoed about the program by concerned Headquarters personnel. The following are excerpts from Halaby's comments: "Everyone seems to feel that this is a cut, that it's a kind of reduction-in-force by a different name. I don't know how we could state it more plainly or intend it with greater conviction that this is not a reduction-in-force, this is not a cut in the usual Washington bureaucratic sense. This is, and I hope as you understand the program better and better, you will see it as clearly as I feel it, this is a redeployment of our resources.... This is an elimination of Washington functions that are already being performed or should be performed in the field and it's a transfer of talent to jobs that they should be in from jobs that either duplicate or aren't necessary here in Washington.... I think that most of you take some pride in the fact that we are not being forced by some arbitrary hand or axe to take action that is essential.... We have acquainted the President, his staff, the Bureau of the Budget, and the key congressmen with our plans and I have to tell you that they are not only relieved but encouraged that an Agency would take this kind of precise action to get the optimum out of its people.... The fact of there being some vacancies in the seven regions and in Washington gives us time and room in which to redeploy in the best possible way, and those vacancies have been held so that when the function is removed, the individual can be used with that function in the field or in some other.... This is not some mysterious sleight-of-hand, tricky business. This is simply carrying out a decision decided over two years ago. If we had worked zealously, sort of 'got with it' then, there would have been more time in carrying it out...."