

INTERCOM

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

Art Halsey
Administrator

63-40 December 3, 1963

PROGRAM REVIEW CONFERENCE. Regional Directors, Managers of NAFEC and the Aeronautical Center, and the top Washington Headquarters staff are meeting at 800 Independence Avenue December 2-4, for the Administrator's three-day Program Review Conference. Theme for the first two days will be "Program Evaluation"--the concepts, techniques, and benefits of both national and regional evaluations, with emphasis placed on use of program evaluation for improving management, operations and service to the public. The third day will be devoted to review of the Field Office Configuration Study, the National Airspace System and the personnel management programs.

SHORT HAUL TRANSPORT. Seventeen manufacturers had commented on FAA's draft request for proposals for a practical short-haul passenger-cargo aircraft by closing date, November 22. Next step will be the study and coordination of the industry contributions before publishing a formal request for proposals later this month. Current estimates anticipate a potential market of from 700 to 1000 aircraft of this type.

A PATIENT PASSES THE CRISIS -- THANKS TO FAA. When an eight-year-old patient, airborne in an emergency flight from Birmingham to Minneapolis, suddenly required an extra amount of oxygen, the normal supply on the C-47 Air National Guard aircraft dwindled to the danger point. The crew put in a call to the Paducah, Ky., FSS. Specialist Irving S. Strobin quickly arranged for additional cylinders of oxygen to be on hand when the mercy plane made an emergency stop at Barkley Airport in Paducah. In a grateful letter to FAA, Paul W. Hampton, Birmingham's Manager of the Department of Aviation cited Strobin's quick response to the emergency: "It is the initiative that individuals display in times such as this that deserves the highest praise. The ability to determine the problem and the part he could play in it was most commendable and will not be shortly forgotten."

IMPROVED INDUSTRY SERVICE AT NEW HQ. On December 9, FAA will open its new Procurement Information Office at 800 Independence Avenue. Located on the ground floor for the convenience of contractors and their representatives, the office will acquaint interested persons with the Agency's procurement methods, in addition to providing details of current purchases, purchases already made, (including bidders' prices, discounts, and delivery dates) and complete listings of all invitations to bid. Special attention will be given small business firms by Small Business Assistance Officer Frank S. Redmond, longtime FAA property management and contracting expert, who also heads the new office.

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TACAN PROCUREMENT. Representatives of 19 manufacturers attended a two-day pre-bidder's conference held in Washington November 21-22 to exchange ideas and suggestions with Agency representatives on a procurement program covering TACAN ground station equipment. Technical and contractual information was provided by an FAA panel from Installation and Materiel, Systems Research and Development, and the General Counsel's Office. Object of the conference, in addition to seeking industry-thinking before preparation of final specifications was to assist interested companies in submitting acceptable proposals. The TACAN equipment will be purchased within the next five months.

THE WORD MECHANICS WAITED FOR. Last Friday, the FAA announced the two national winners of the Aviation Mechanic Safety Awards. The winner in the General Aviation category is Norton G. Stubblefield, Superintendent, Aircraft Shop, Morrison-Knudsen Co., Inc., Gowen Field, Boise, Idaho. The Air Carrier Winner is John Motta, Electrical Mechanic, Trans World Airlines, Los Angeles International Airport. The two men will be flown to Washington later this month to receive their plaques. The national winners in both categories had won state and regional awards on their road to the top prize.

OCCUPATIONAL HAZARDS DISCUSSED. The Agency got double benefit out of a meeting of the Boston Federal Safety Council held in the new Boston Center. In addition to calling attention to the FAA's Fifth Anniversary, the meeting dealt with the Agency's Occupational Safety Program--its relationship to the Aviation Medical Service and how it is being implemented in the regions. Agency participants were Safety Engineer Thomas J. Creswell, Industrial Hygiene Engineer, R. M. Marrazzo and Eastern Region Safety Officer Edwin Richardson. The meeting was chaired by Bill Bresnick, watch supervisor at the Boston Center, who is chairman of the Boston Federal Safety Council.

FLYING FLIGHT SURGEONS? CERTAINLY. Thirteen of the Agency's 26 full-time Flight Surgeons are rated pilots, as are three other professional men assigned to Aviation Medical Service. Though not a pilot, Dr. M. Samuel White, MGen., USAF, MC, newly appointed Federal Air Surgeon, accumulated more than 4700 hours in military aircraft in his studies in aero-medicine; he is now working toward his private pilot's ticket. The flying Flight Surgeons, some with thousands of hours in their log books, together estimate they have more than 22,000 hours -- but top flyer is Dr. Howard Hasbrouck, Crash Injuries (CARI), with 10,000-plus hours.

McKEEL HEADS NEW SM DIVISION. P. DeForrest McKeel, long associated with FAA and its predecessor agencies, has been named Acting Chief of the Electronic Engineering Division, Systems Maintenance Service. This is a new Division, created specifically to handle SM's increasingly complex electronic maintenance engineering responsibilities.

STATUS QUO OF AIRPORT BILL. The Federal Aid to Airports bill continues to move along the legislative path. It would extend the annual \$75 million allocation three years beyond its expiration date of June 30, 1964. It has already been passed by the Senate and is reported out of the House Interstate and Foreign Commerce Committee, with amendments as proposed by Representative John Bell Williams, Chairman, Transportation and Aeronautics Subcommittee. It is hoped that the bill will be brought before Congress before the session adjourns. After the bill is passed by the House, it will go before the Senate/House Conference Committee where the amendments will be considered.

NEWS OF THE MOVE. Gradually we're settling down to work in our new quarters. All of 1711 was moved on schedule over the November 23d week end, followed by various units from T-3, T-4, and the Columbian Building. Operating presently with full complement at 800 Independence Avenue, in addition to the Administrator, the Deputy Administrator and the Executive Secretariat are: the Associate Administrators for Administration, Development, and Programs; the Office of Supersonic Transport Development; Offices of Appraisal, Budget, Compliance and Security, General Aviation Affairs, General Counsel, Information Services, International Aviation Affairs, Policy Development, the Regulatory Council, the Airports Service, Flight Standards Service, Aircraft Development Service, Systems Research and Development Service, Systems Maintenance Service, and the Bureau of National Capital Airports. The Installation and Materiel Service is expected to arrive today. The Federal Air Surgeon, his immediate staff, and the Medical Library are also here, leaving only units of Aviation Medicine, Headquarters Operations, Management Services, Personnel and Training and the Air Traffic Service still in the temporary buildings. However, within another week we should be one big united family.

LATEST WORD ON THE BUDGET. On November 20 the Senate passed the 1964 Independent Offices Appropriations Bill--which includes FAA's money. Recommendations of the Appropriation Committee regarding FAA's budget were adopted without change. (See Special INTERCOM of Nov. 19). Now it will go to Conference where members of both House and Senate will iron out whatever differences they may have on individual items. Final step will be to the White House for the President's signature. The 1965 budget is now under review by the Bureau of the Budget which is developing the amounts to be included in the President's budget which will be transmitted to the Congress early in January.

FAA BEGINS AIR TRAFFIC CONTROL AT SAGE SITE. A milestone in military and civil air traffic control was marked on December 1 when the Air Defense Command and the FAA began combined operations in the Great Falls SAGE (Semi-Automatic Ground Environment) Direction Center at Malmstrom Air Force Base, Montana. The FAA's new Great Falls ARTCC will make joint use of ADC's operational facilities, computers, long-range radars and related equipment to provide air traffic control services to civil and military aircraft operating in approximately 135,000 square miles of air space over Montana and the western half of North Dakota. The integrated Air Defense/Air Traffic Control facility at Great Falls is part of the Northern Tier Integration Project (NOTIP).

SHORT TRIP FOR COL. TAYLOR. Lt. Col. Cloyd V. Taylor, DS-42, (Engineering and Safety Division) terminated four years with the Agency, and 20 years with the Army, when he retired last Friday. In a brief ceremony Deputy Administrator General Grant presented Colonel Taylor with the Army Commendation Medal. Taylor will immediately join the staff of the Smithsonian Institution Science Information Exchange. Colonel Taylor, a Senior Aviator, U.S. Army, was assigned to the Agency in August 1959 after a three-year tour with the Army European Research Office, Frankfurt, Germany. He will continue to reside in the D. C. area.

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FAA Library

Re Halaby
Administrator

63-41 December 10, 1963

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MR. HALABY VISITS SOVIET UNION. The Administrator left the United States on Sunday, December 8 for a 10-day visit to the Soviet Union, London, Paris and Berlin. Responding to a long-standing invitation, he will meet with Aeroflot officials in Moscow. While he is in Europe, the Administrator will also confer with civil aviation officials in London and Paris, visit FAA offices there, and survey U. S. air carrier operations in and out of Berlin. The last visit of a Soviet aviation official to this country was at the time of the dedication of Dulles International Airport at Washington, November 17, 1962, when technical matters were discussed. Reciprocally, Mr. Halaby plans to exchange professional views on civil aviation developments with Aeroflot officials. He also hopes to discuss arrangements for study of technical problems of an air route between the United States and the Soviet Union, should a civil air transport agreement be signed in the future. Accompanying Mr. Halaby will be two FAA officials, Raymond B. Maloy, Assistant Administrator for International Aviation Affairs; and George C. Prill, Assistant Administrator, Europe, Africa and the Middle East Affairs as well as Kempton B. Jenkins, Office of Soviet Union Affairs, Department of State.

WORK MEASUREMENT PROGRAM. Regional and HQ Administrative Services and Management Analysis personnel met in Kansas City December 2-4 to review the pilot work measurement program that has been going on in the Central Region's Administrative Services Division since last April, and evaluate the practicability of its application Agency-wide. A by-product of the experiment is a manual of techniques developed by CE's Don Randolph, and Norm Hudson, which shows promise of having use for other types of organizational evaluation. The idea behind work measurement is to provide management with a systematic approach to work planning and manpower utilization.

A PLANE OR NOT A PLANE? An interesting new vehicle, used primarily by the military, has had FAA regulations experts scratching their heads for the past few years. Called "ground-effect" vehicles, they skim over land and water surfaces, deriving their support from a cushion of compressed air, generated by internal fans. They are used to carry both equipment and personnel over difficult surfaces. The question has been: Are they aircraft as defined by the Federal Aviation Act of 1958--and if so, are they and their operators subject to various Agency regulations? The problem is now resolved. The Agency's policy is that a vehicle which derives its support from a cushion of compressed air not exceeding 28 inches in height above the ground (or water) is not an aircraft as defined by the Federal Aviation Act of 1958. Such vehicles are not within the purview of Agency regulations and, therefore, need not be registered, certificated, nor operated in accordance with these regulations.

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EL AL ISRAEL AIRLINES, NORTHWEST, JOIN SST LIST. With an advance royalty of \$200,000, El Al reserved two delivery positions for the U. S. 1500-plus m.p.h. SST; Northwest submitted an advance royalty of \$400,000 for four positions. El Al will get the 10th and 14th plane off the line; Northwest will get planes: 18, 22, 29, and 56. The lineup to date: TWA - 10; Pan Am - 15; American Airlines - 6; Alitalia - 3; and Japan Air Lines - 5. El Al is the third foreign carrier to request delivery; Northwest is the fourth American carrier. Twenty-five positions in the first 70 planes to be produced remain open.

A SHOT IN THE ARM FOR THE JET AGE. Three hundred employees at FAA's Dulles International Airport have been given smallpox vaccinations by the U. S. Public Health Service. International jet travel has added to the problems of guarding against communicable diseases and airport workers who come in contact with trans-oceanic visitors have been encouraged to take precautionary measures. The Foreign Quarantine Service recommends vaccinations at least once every three years for all FAA employees who come into frequent touch with foreign visitors.

SECURITY CHIEF VISITS ALASKAN REGION. Raymond E. Greenfield, CS-50, made an inspection trip (Dec. 2-7) to the Alaskan Region in connection with the OCS field evaluation program. Information developed from this program will be used to develop policies and guidelines for protection of Agency property.

TOP PROFESSIONAL HONOR FOR BRAVERMAN. Nathaniel Braverman, Chief, Technical Research Branch, Research Division, NAPEC, has been notified of his selection as a Fellow in the Institute of Electrical and Electronic Engineers. The grade of Fellow, which will become effective Jan. 1, '64, is one of unusual professional distinction and is conferred only by invitation of the Board of Directors upon persons of outstanding and extraordinary qualifications and experience. His Fellowship is: "For contributions to planning, development and application of air navigation systems and techniques." He has been with the Agency since 1958.

BRAVERY NOTED IN SWEARINGEN'S AWARD. John H. Swearingen, Chief, Protection and Survival Branch, CARI, was one of two men singled out for honors by the Flight Safety Foundation during its meeting Nov. 3-7 in Athens, Greece, for their work in making flying safer. Mr. Swearingen's citation read: "For initiative, imagination and also physical sacrifice involving actual injury as a result of impact studies in which he acted as his own subject. Mr. Swearingen pioneered in studies involving human tolerances to vertical impact deceleration; in research on the traumatic effects of explosive decompression, air blast forces, human strength capabilities for operation of controls; in the development and testing of a 25-times-gravity-force shoulder harness-lap belt for use on folding seat backs in light aircraft, and also in development of the first articulated human-like dummy. With little regard for his own safety, Mr. Swearingen utilized himself as an experimental subject in hazardous vertical impact tests in which loads of approximately 100 g's were imposed on him in a sitting and standing position."

MORE EXAMINERS NEEDED FOR PARACHUTISTS. Increased parachute rigger certification has prompted a change in the designated parachute examiner requirements in order to provide additional examiners to meet the demand. The prior requirement of five years as a master rigger has been reduced to two years. This change will open the rating to applicants with lesser experience, but who nevertheless are qualified to perform as examiners.

SUPERMARKET STYLE. On December 9, the GSA opened a self-service store in Section H of our second level garage. (This is on the 9th St. side). More than 2000 office items, standard forms, and FAA forms, are stocked on open shelves for easy selection. Shopping carts are provided for customer convenience. No requisitions are necessary and no identification other than an authorized charge plate will be required to pick up supplies. For complete details see Order HQ 4714.1.

WE'RE IN. The march on 800 Independence Avenue was completed over the week end. As of today 3100 FAA'ers (all except those at Bailey's Crossroads and the Message Center at 1711 who will join us early in the coming year) are in various stages of settling down to work in the new building.

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R. H. Huley
 Administrator

December 11, 1963

READER SERVICES
SPECIAL EDITION

1964 APPROPRIATIONS. This is the third of three special editions of INTERCOM regarding the Agency's fiscal 1964 budget. On December 5, House and Senate Conferees submitted their report recommending amounts of FAA appropriations for fiscal year 1964. The report is subject to final House and Senate action and the President's signature. A comparison of fiscal year 1963 appropriations, the fiscal year 1964 budget estimate and the allowance of the Conferees follows:

	Appropriations 1963	Budget Estimates 1964	Conferees Allowance - FY-64
Operations	\$488,930,000	\$545,500,000	\$528,000,000
Facilities and Equipment	125,000,000	127,000,000	100,250,000
Grants-in-aid for Airports (liquidation of contract authorization)	20,000,000	20,000,000	20,000,000
Grants-in-aid for Airports	75,000,000	---	---
Research and Development	35,000,000	50,000,000	40,000,000
Operation and Maintenance, Washington National Airport	3,475,000	3,663,000	3,581,500
Operation and Maintenance Dulles International Airport	3,276,600	4,337,000	3,985,000
Construction, Washington National Airport	2,000,000	2,359,000	2,075,000
Construction, Dulles International Airport	3,200,000	2,241,000	450,000
Civil Supersonic Aircraft Development	<u>20,000,000</u>	<u>60,000,000</u>	<u>60,000,000</u>
TOTAL	\$775,881,600	\$815,100,000	\$758,341,500

This action will permit lifting some of the restrictions which have been necessary under the continuing resolution under which the Agency has been operating since July 1, 1963. All personnel are to be commended for keeping vital Agency programs functioning under these circumstances for the last five months.

The Conferees set the medical limitation at 406 positions and \$6,073,600 as compared to 315 positions and \$5,100,000 allowed by the House and 408 positions and \$6,500,000 allowed by the Senate. The programs to be included under the medical limitation will include employee health service as well as aviation medical functions.

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The final level of the appropriations represents significant reductions to our original estimates. The restrictions of the first five months of the fiscal year have resulted in some reductions in the total 1964 fiscal year requirements of the Agency, but not enough to allow us to relax. A careful and conservative administration of resources at all levels will be necessary to carry out assigned functions within approved funding levels.

Immediate action is being taken by the Office of Budget to issue program allowances to the regions, centers, offices and services.

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FEDERAL AVIATION AGENCY

W. H. Halaby
Administrator

December 11, 1963

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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

63-43 December 24, 1963

(The following remarks, made by President Lyndon B. Johnson at the Nation's Christmas tree lighting ceremony, followed the candlelight memorial service, December 22, for John F. Kennedy.)

Mr. Secretary (of the Interior Steward L. Udall): Tonight we come to the end of the season of great national sorrow, and to the beginning of the season of great, eternal joy. We mourn our great President, John F. Kennedy, but he would have us go on. While our spirits cannot be light, our hearts need not be heavy.

We were taught by Him whose birth we commemorate that after death there is life. We can believe, and we do believe, that from the death of our national leader will come a rebirth of the finest qualities of our national life. On this same occasion 30 years ago, at the close of another troubled year in our Nation's history, a great President, Franklin D. Roosevelt, said to his countrymen, "To more and more of us the words 'Thou shalt love thy neighbor as thyself' have taken on a meaning that is showing itself and proving itself in our purposes and in our daily lives."

I believe that this is no less true for all of us in all of our regions of our land today. There is a turning away from things which are false and things which are small, and things which are shallow. There is a turning toward those things which are true, those things which are profound, and those things which are eternal.

We can, we do, live tonight in new hope and new confidence and new faith in ourselves and in what we can do together through the future. Our need for such faith was never greater, for we are the heirs of a great trust. In these last 200 years we have guided the building of our Nation and our society by those principles and precepts brought to earth nearly 2000 years ago on that first Christmas.

We have our faults and we have our feelings, as any mortal society must. But when sorrow befell us, we learned anew how great is the trust and how close is the kinship that mankind feels for us, and most of all, that we feel for each other.

We must remember, and we must never forget, that the hopes and fears of all the years rest with us, as with no other people in all history. We shall keep that trust working, as always we have worked, for peace on earth and good will among men.

On this occasion one year ago, our beloved President John F. Kennedy reminded us that Christmas is the day when all of us dedicate our thoughts to others, when we are all reminded that mercy and compassion are the really enduring virtues, when all of us show, by small deeds and by large, that it is more blessed to give than to receive.

So in that spirit tonight, let me express to you as your President the one wish that I have as we gather here. It is a wish that we not lose the closeness and the sense of sharing, and the spirit of mercy and compassion which these last few days have brought for us all.

Between tonight and Christmas Eve, let each American family, whatever their station, whatever their religion, whatever their race or their region--let each American family devote time to sharing with others something of themselves; yes, something of their very own. Let us, if we can do no more, lend a hand and share an hour, say a prayer, and find some way with which to make this Christmas a prouder memory for what we gave instead of what we receive.

And now here, as we have done so many years, we turn on, in your Capitol city, the lights of our National Christmas Tree, and we say that we hope that the world will not narrow into a neighborhood before it has broadened into a brotherhood.

There are the lights.

ADMINISTRATOR EXTENDS SEASONS GREETING: THANKS ALL FOR TEAM EFFORT. As we enter the Holiday Season we all tend to relax a bit, to draw closer to one another, to share a feeling of brotherhood and remind ourselves that this is the time of Peace on Earth, Good Will Toward Men. It is also a time of stock-taking, of looking back upon the events of the year, and of planning the course of the new year. With the new year we face new challenges. I look forward to them with confidence because I have been privileged over the past years to have your confidence and support in pursuing the Agency's important mission. I am proud to be a part of the FAA team, to be associated with so many skilled people whose goal it is to make flying safer. To each of you I extend my greetings and the wish that this Christmas season finds you and your family well and that the New Year offers you health, happiness, challenge and opportunity to go forward in our important work.

MELVIN GOUGH RETIRES DEC. 31. When Melvin Gough, Director of the Aircraft Development Service, started in aviation the Ford Tri-Motor had just completed its maiden flights. Aviation has come a long way since 1926, and much of its progress can be credited to Mel Gough. After a thirty-seven year Government career in aviation, Gough will retire on December 31. The popular ADS Director leaves behind him a long trail of honors, awards, and commendations -- among them, the Octave Chanute Award, the Flight Safety Foundation Award, and the Laura Taber Barbour Air Safety Award.

NEW RULE WOULD REQUIRE COCKPIT VOICE RECORDERS. The FAA has proposed a rule which would call for cockpit voice recorders to be installed on all commercial airplanes by July 1, 1966. George S. Moore, Director of Flight Standards Service, said that voice recorders would be a valuable tool in the investigation of aircraft accidents by providing firsthand information on flight crew conversation during emergency situations. The proposed rule would require airlines and commercial operators to install cockpit voice recorders in all turbine-powered airplanes by July 1, 1965; in all pressurized four-engine piston airplanes by January 1, 1966; and on all other airplanes over 12,500 pounds by July 1, 1966.

DISCHARGERS RECOMMENDED. The FAA is recommending that airline jets be equipped with static dischargers (wicks) although experts do not agree on their usefulness in protecting aircraft from lightning. FAA's recommendation is based on the fact that the dischargers can improve airborne communications by draining static electricity from the airplane and could conceivably offer some slight protection from lightning. FAA suggested no deadline for installation, although prompt action has been assured by airline operators.

RECOGNITION AHEAD. An FAA employee with extensive background in international aviation has received a distinction. Anthony Arriza, Chief of the Civil Aviation Assistance Group in Spain, has been asked by the Libyan Government to be its Assistant Director-General of Civil Aviation. As such, Arriza may leave the payroll of the FAA and the United States Government and become a bona fide official of Libya. The appointment could become effective as soon as the last of the red tape is untied, presumably within the next few days.

NOMINATIONS WELCOMED FOR JUMP AWARD. The William A. Jump Memorial Foundation annually honors an outstanding employee of the Federal Government in recognition of outstanding service in the field of public administration. The FAA currently is accepting nominations of young administrative personnel (they must not have reached their 37th birthday by December 31, 1963) who indicate great potential as future executive leaders. Nominations should be filed according to Notice PT 3450.16, dated December 10, 1963.

FOG? WHO NEEDS IT? Scientists under contract to SRDS are manufacturing their own fog but their efforts are not the wisp of a whim. SRDS lightning engineers are testing the effectiveness of airport lighting systems and equipment in fog, and they need a sizable, controllable, amount of the gray stuff on demand; Dame Nature is a bit too fickle a producer. The engineers have devised a way to generate real fog, enclose it in a big enough chamber, control and measure it, then install lights and observe these through the fog. This they have done in a fog chamber at the University of California. With the fog chamber nicely steamed up under full operation, 40 jet pilots -- all of them line pilots representing most of the Nation's major air carriers -- have just completed a series of test "flights" in the chamber for the FAA. Object: to assist the FAA in pin-pointing the lighting that will be required for operations in the low-visibility of Category II, that is, down to 1300 feet RVR (Runway Visual Range).

A STEP IN THE RIGHT DIRECTION. The new Merit Promotion Program went into effect on October 1, 1963. FAA HORIZONS (August 1963) has already explained to Agency employees how the program works. Now being circulated, an easy-to-read pamphlet entitled "A Step in the Right Direction" describes the principal changes in the system for selecting employees for advancement.

HOUSE SUBCOMMITTEE HIGHLIGHTS FAA MANAGEMENT IMPROVEMENTS. FAA (along with 22 other departments and agencies) submits quarterly reports of progress in manpower management to the House Subcommittee on Manpower Utilization. The Subcommittee has chosen seven items from FAA reports for inclusion in a Committee Print (pamphlet) describing the most significant accomplishments in the manpower field during fiscal 1963. Heads of Offices and Services and Regional Directors will receive copies of the Print.

"BIG" AIRPORT TRIMMINGS FOR SMALL FIELDS STUDIED BY SRDS. If studies underway by Systems Research and Development Service work out as planned, small and intermediate-sized airports will have a modified version of most, if not all, of the airport lighting and marking equipment now found only on the largest airports. And at a price most will be able to afford. Potential sites in the vicinity of NAFEC are now being studied for installation of a low-cost secondary airport lighting system. Included in the system will be runway edge lighting, obstruction lighting, wind tee, glide slope indicators, runway end identifiers, approach lead-in lighting, airport beacon, and the associated controls for the complete system. Equipment now being procured should be ready for installation by early summer.

"STARLIFTER" MAKES 55-MINUTE MAIDEN FLIGHT. Lockheed's C141-A "Starlifter" went through its first airborne paces last Tuesday, December 17th, at Marietta, Ga. The airplane was designed for both military and commercial use. The airplane, with four Pratt & Whitney TF33-P-7 engines rated at 25,000 pound thrust each, was developed and procured for the Military Air Transport Service. The Air Force plans to put it into use in 1965. Through FAA coordination, the airplane is being tested simultaneously for commercial use. There is no time-table established for FAA Type Certification.

SST NEWS. Evaluation of design proposals from airframe and engine manufacturers in the Supersonic Transport Development Program will begin on January 15. The Evaluation Group of technical experts presently being assembled will include representatives of NASA, the Department of Defense, the CAB and the Department of Commerce in addition to FAA's own team. Chairman of the Group will be Gordon M. Bain, Deputy Administrator for SST.

FAA AUTHOR. Mr. Homer C. Rose, Acting Chief, Training Division of Personnel and Training has his second book, Management of Training Programs, at the printer's. The book is being published by the American Technical Society and will be available March or April 1964. The book should be of general use throughout training programs in both government and private industry since it pulls together many of the basic concepts for directing training activities. The book is a companion piece to Mr. Rose's first book The Instructor and His Job which has had wide use in instructor training programs including those in the Federal Aviation Agency.

GENERAL AVIATION FATALITIES RANK BELOW FIREARM AND BOATING ACCIDENTS. The recently released National Safety Council's 1963 edition of "Accident Facts" reveals that general aviation accidents still result in fewer fatalities than do either firearm accidents or boating accidents. They incur less than one-fourth as many fatalities as do such often overlooked hazards as falls from moving vehicles.

FLIGHT SAFETY WEEK CONDUCTED BY WESTERN REGION. Western Region recently conducted a "Flight Safety Week," during which all certificated pilot schools offered half-hour sample instrument indoctrination flights to pilots without previous instrument experience. The idea was to promote interest in "Blue Seal" pilot qualification. 194 certificated pilot schools participated, more than 500 demonstration flights were conducted, and more than 3,000 pilots attended safety meetings and discussions.

NEW TEST EQUIPMENT FOR SEQUENCED FLASHING LIGHT SYSTEMS. The Systems Maintenance Service has accepted delivery on the first model of a self-contained tester which will provide the proper power and pulsing equipment to simulate the normal operating conditions of an Approach Lighting System flashing light assembly. It also contains the required test instruments to analyze a faulty assembly. The tester will materially increase facility reliability and continuity of service and substantially reduce maintenance time. The contract calls for 208 testers at a total cost of \$62,571. This instrument was developed at the regions' request for a self-contained portable analyzer which could be used either in the maintenance shop, or carried to the inoperative light on a tower structure of the light lane.

HILL HEADS SM PERFORMANCE STANDARDS DIVISION. W. H. Hill has been named Acting Chief of the Performance Standards Division, SMS. This Division is responsible for the national operational program guides that govern systemwide administration of field operations, and many other duties.

MOSCOW-NEW YORK AIR SERVICE MIGHT OPERATE BY SUMMER. The Administrator told a Moscow news conference last week that the proposed direct Moscow-New York commercial air service may go into operation next summer. He said that his talks with Soviet officials were "friendly, frank and very comprehensive." He pointed out that once the formal agreement has been signed between the two governments it would take between four and six months before the first proving flights were made.

DR. S. FREUD IS FAA CLINICAL PSYCHOLOGIST. The Agency gained a prominent name in psychological circles when Dr. Sheldon L. Freud, Capt., USAF, MC, joined the Office of Aviation Medicine as Clinical Psychologist last August. Author of ten research articles published in scientific journals, Dr. Freud received the "Creative Talent Research Award" from the American Institute for Research in evaluating brain damage. Before coming to FAA he was Special Assistant for Medical Research, USAF Hospital, Andrews AFB, Md., and before that, Chief Psychologist at Andrews and Bolling AFB Hospitals. He received the AF Commendation Medal for outstanding contributions to clinical psychology in the Air Force. He is a member of Phi Beta Kappa, Sigma Xi, Psi Chi, and is listed in American Men of Science, and Who's Who in the South and Southwest.

BRING OUT THE DANCING SHOES. Twist? Waltz? Ball the Jack? FAAers don't have to be a terpsichorean to enjoy the annual Winter Dance, Friday, January 24, at the Sheraton-Park Hotel. The Winter Dance replaces the Christmas Dance, which was cancelled in deference to the late President. Tickets may be obtained from FA Club representatives in each Office and Service: \$4.00 per member and \$5.00 per guest. Incidentally, for FAAers who are not members but who would like to be, the membership drive begins after the first of the year. At that time, current members also must renew their memberships. Renewal blanks are being mailed to current members at home. Prospective members may pick up applications at the reception desk. The membership fee is only \$1.50 -- a small price for the many benefits and pleasures it brings.

HQ-1 CONDUCTS TOWN MEETING. Value of the auditorium was pointedly demonstrated last week when HQ Division, Branch, and Section Chiefs, and Division Secretaries -- more than 100 in all -- assembled for a briefing by Manager, J. B. Hogan. At the conclusion of Mr. Hogan's talk the Merit Promotion Plan film was shown and Ann Silvers, Chief of the Employee Utilization Branch, discussed the Agency Order PT 3330.1 covering the Merit Promotion Plan.

O TANNENBAUM, O TANNENBAUM. Christmas carols resound through our gleaming white lobbies and colorful dining areas. Adding the festive touch above Headquarter's north and south entrances are two twelve-foot trees, decorated with delicate red balls. They are the generous gift of the FA Club as are the recordings of Christmas music.

OUT OF GOVERNMENT, INTO RETIREMENT. After 34 years of federal service, Silas M. Richie, IM-120, is calling it quits this Christmas Eve to return to his home town (San Antonio) and a new career teaching electronic engineering at San Antonio College. Many old friends, acquired during his thirty-nine years of aviation service, said goodbye to Dick Bennett, RD-906, at a luncheon last Friday at the Officers' Club of the Naval Gun Factory. Bennett leaves his SRDS Environmental Development Division post on December 31.

GEN. GRANT AT KITTY HAWK. The Deputy Administrator, Lt. Gen. Harold W. Grant, USAF, flew to Kitty Hawk on December 17th to represent FAA and speak at the dedication of the First Flight Airport, officially opened on that date to commemorate the 60th anniversary of the Wright Brothers' feat.

INTERCOM

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63-44 December 31, 1963

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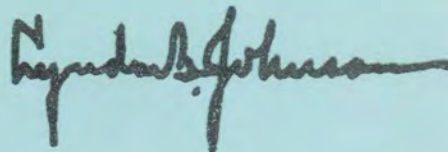
MEMORANDUM TO HEADS OF DEPARTMENTS AND AGENCIES:

I ask that you convey this personal message to all of your employees:

In these first days, men and women of all ranks within the government have asked me, "What can I do to help?" Many more of you, deeply committed to the Federal service, are undoubtedly asking yourselves the same question. It is impossible for me to make a direct and personal response to all of you, much as I would like to do so. Yet there is an answer which I would like to express to every employee in every agency at every location in the Federal Government. It is simply this: "Give your best to your job and your country."

As your Chief Executive, I will do my utmost to maintain the high quality and character of the career service in the government and to advance its usefulness through improvement. I will look to those who direct the day to day activities of this great work force and to the Chairman of the Civil Service Commission for continuing reports and recommendations to assist me in this purpose.

We have a great resource of abilities and talents among the people serving our Federal Government. We have career systems to assure continuity of people and programs. We are organized for the job and the work is before us. President Kennedy did not shrink from his responsibilities, but welcomed them, and he would not have us shrink from carrying forward the great work he began so well. I say to you as I said to the Congress: "Let us continue."



HERE'S WHAT WE'VE BEEN UP TO IN 1963. Here, in capsule form, are some of the events which took place during the year that was--1963:

JANUARY

FAA 5-year forecast predicts 62 billion revenue passenger miles for FY '68 compared to 42.5 billion for FY '62; 24% increase in general aviation flying hours; 21% increase in civil air fleet... A new program to heighten industry/government understanding of the National Aviation System began Jan. 13 at the FAA's Academy in Oklahoma City... Supersonic Transport Advisory Group recommends U.S. proceed with the commercial supersonic transport in a top-priority government-industry program... Distance Measuring Equipment to be required after June 30 on all airline turbojets and all other civil aircraft flying IFR above 24,000 feet, FAA rules... Agency booklet predicts next decade will see increased demand for general aviation services with excellent business prospects for fixed base operators... FAA teams up with U.S. Weather Bureau in program to expand runway visibility reporting in the airport terminal area during bad weather.

FEBRUARY

Radar positive control for high speed, high altitude aircraft extended by 184,000 additional square miles with addition of Memphis, Atlanta, Jacksonville ARTCCs... Richard B. Leng becomes Director of FAA's Installation and Materiel Service... Agency proposes regulation prohibiting VFR flight in airport control zones when ceiling drops below 500 feet... Tests to increase range of communications between ground stations and airborne aircraft starts at a new experimental FAA radio facility near Barnstable, Mass... Agency supplies air traffic control and air navigation equipment as its part in building 1900-mile airway in Middle East... James T. Murphy is named Director of FAA's Office of Compliance and Security... FAA issues 4th annual report... Agency studies effects of sonic boom on light aircraft, 'copters.

MARCH

Administrator Halaby announces \$113.1 million earmarked for facilities and equipment for air traffic control and navigation facilities program... Dept. of State picks John P. Irish of FAA for newly established post of Civil Air Attache, Lima, Peru... Agency and industry meet to discuss present, future potential of aircraft flight, voice, and maintenance recorders... Arven H. Saunders appointed Assistant Director for Operations of the BNCA... FAA asks two contractors performing supersonic transport economic studies to produce their reports by May 1... Initial study phase of Agency's "Project Little Guy", aimed at standardizing more efficient cockpit design for general aviation pilot is completed... A \$24,132 contract for the study of ozone, radiation, and other natural phenomena associated with high altitude flight is awarded by FAA to General Electric... Administrator invites veteran airline pilot Robert N. Buck to be Agency consultant for 30-day period to study problems of bad weather operations around busy air carrier terminals... FAA

considers proposal to establish nation-wide standardized traffic flight procedures at the approximately 6,500-7,000 airports in the U.S. which have no towers... FAA officials, Anthony W. Lalle, General Counsel's Office, and Lynn I. Jones, International Aviation Service, leave for Somali to assist that nation with drafting basic aviation laws and safety regulations... Agency enlists representative airline pilots in a flight test program to develop flight control and display concepts for supersonic transport aircraft... Benjamin F. Zvolanek takes over as Chief of Personnel Operations Division, Office of Personnel and Training... 1962 general aviation statistics shows O'Hare's International Airport with 417,380 operations is busiest in U.S. (traffic for the year at the 270 airports served by FAA towers -- 28,201,000 landings and takeoffs, most ever recorded)... INTERCOM, weekly in-house employee publication makes its debut; variations, all identical in format but with contents edited and written to suit specific localities, published each Tuesday in each of the seven Regions, NAFEC, and the Aeronautical Center.

APRIL

Administrator announces selection of Lockheed California Company and Boeing/North American to conduct airframe research for the SST program... George C. Prill is named Assistant Administrator for new FAA Office covering Europe, Africa and the Middle East, (EU) with headquarters in London... George S. Moore becomes Director, FAA Flight Standards Service... Charles Warnick is appointed Deputy Director of the Office of Information Services... Contract for \$4.3 million is awarded to Telecomputing Corporation, North Hollywood, Calif., for 52 ATC radar beacon systems... Robert P. (Pat) Boyle is named Deputy Director, International Aviation Service... Lloyd Lane becomes Deputy Director of Flight Standards Service and William C. Jennings succeeds him as Executive Director of Regulatory Council.

MAY

FAA HORIZONS -- 20 page employee monthly magazine -- makes first appearance... FAA and Department of Interior agree to finance jointly new airport for Yellowstone National Park... Sequenced flashing approach lights to be installed at airports in Baltimore, Windsor Locks, Conn., Charleston, S.C., Jacksonville, Fla., Baton Rouge, La., Milwaukee, Wisc., Minneapolis, Minn., St. Louis, Mo., and Long Beach, Calif.

JUNE

Annual awards program for outstanding aviation mechanics instituted... D.D. Thomas is named to new FAA post of Deputy Administrator for Programs... Administrator outlines government-industry program to develop American supersonic transport by 1970... Allen D. Hulen named Deputy Assistant Administrator, EU... James Rogers is named as Director of the Alaskan Region.

JULY

Nation-wide survey of general aviation operations is launched... Contract for \$394,644 awarded for cockpit-installed pictorial computer to work in conjunction with primary NAVAIDS... Administrator presents Betty Miller with first FAA Decoration for Exceptional Service in commemoration of history-making Pacific flight... Gordon M. Bain named Deputy Administrator for Supersonic Transport Development... Establishment of Office of HQ Ops. with John Hogan, Manager and Mary Healy, Deputy.

AUGUST

Administrator announces appointment of Dr. Samuel M. White to post of Federal Air Surgeon... FAA requests designated Aviation Medical Examiners to conduct medical examinations of Peace Corps volunteer applicants... FAA releases 79-page Request for Proposals establishing performance objectives for the U.S. supersonic transport plane.

SEPTEMBER

Ralph G. Taylor, Jr., named Deputy Director, Alaskan Region... Administrator opens meeting of 400 technical experts gathered at NAFEC for international symposium on all-weather landing systems... Robert V. Reynolds becomes Deputy Assistant Administrator, Office of General Aviation Affairs... Project FOCUS test of sub-regional organization gets under way in five regions.

OCTOBER

U.S. airports on the increase -- 347 more in 1962 than previous year -- total 8,062... ATC expands to cover air defense activities thereby increasing safety margins of both civil and military air operations... FAA fifth anniversary celebrated throughout the country... First Flight Airport opened at Kitty Hawk; dormant since Wright Brothers flew there... Government-industry program to stimulate development and production of economic, short-haul passenger and cargo aircraft announced.

NOVEMBER

FAA holds six-nation conference in Miami to plan ATC system for North Atlantic... Joseph J. Tymczyszyn, Chief West Coast SST Office, first recipient of Burroughs International Test Pilot award... Addition of Miami Center to area positive control program puts more than 90 per cent of airspace above 24,000 feet over the 48 contiguous states under positive control... Deliveries of first 70 supersonic transports are scheduled.

DECEMBER

Melvin Gough, Director, FAA Aircraft Development Service, retires after 37-year government career in aviation... ATC milestone reached -- integrated ATC/Air Defense operations begin in the Great Falls, Montana SAGE Director Center, known

as Air Route Traffic Control Center (NOTIP) for "northern Tier" of United States... El Al and Northwest added to SST delivery list... Administrator visits Soviet Union to discuss technical aspects of a Moscow-New York air agreement, accompanied by Raymond B. Maloy, Assistant Administrator, International Aviation, and George C. Prill, Assistant Administrator, EU... Reassignment of personnel involving saving of 850 positions in Washington and Atlantic City completed without adverse actions... FAA receives 1964 fiscal year appropriations totalling \$758,341,000... FAA completes move to its first consolidated Headquarters Building at 800 Independence Avenue.