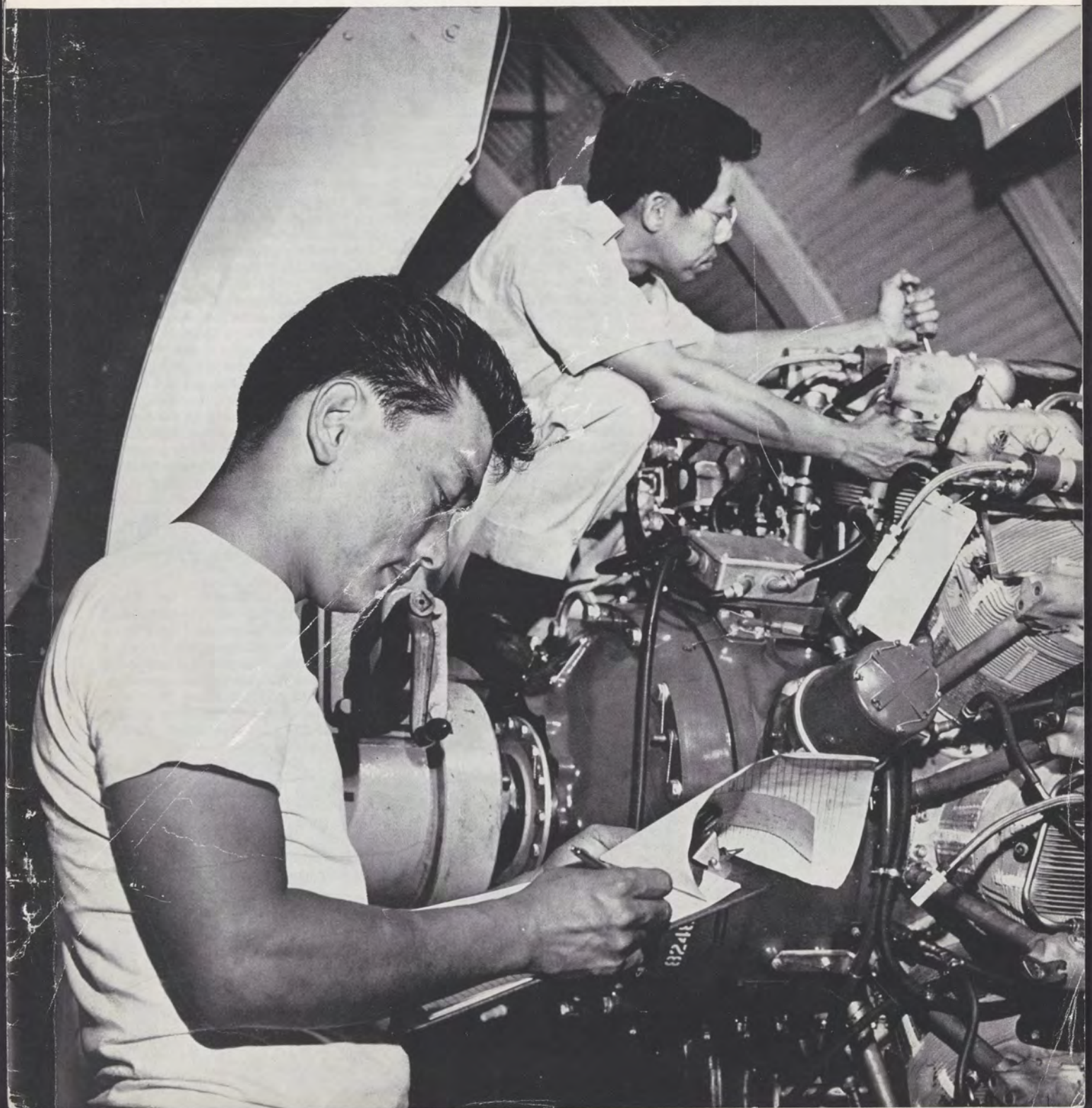
FAA HORIZONS

JUNE 1963

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY



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FAA HORIZONS

COVER: Pacific Region Mechanics Henry Ho and Richard Iwata ready a Wright 3350-75 piston engine for installation in an FAA Constellation at Honolulu. These engines are checked after every flight, constantly monitored, and overhauled whenever they have logged 1500 hours of operational flight.

Who's Who and What's What

R. WAYNE STARTUP, SM-32, was recently cited by VADM Rufus E. Rose, USN, Commandant of the Industrial College of the Armed Forces, for having completed the college's correspondence course with honors. The one-year correspondence course is open to qualified civilians in government, business, industry, and the several professions as well as to officers of all military components. Texts and instructional materials are provided at no cost. If interested, write to Commandant, Industrial College of the Armed Forces, Washington 25, D. C.

ROBERT L. WALKER, who started with the Agency as a laborer in 1948, advanced to messenger in 1949, promoted to foreman in 1950 and, in 1951 became assistant branch chief, Janitor Branch, at WNA, was recently awarded a check for suggesting improvements at the airport.

BACK IN 1929 a man thought nothing of being a pilot, mechanic, and showman all at the same time. And if he ran a small airport he spent a good deal of time figuring how to get the paying guests out on Sundays and holidays, according to W. Byron Hook, FS-108. And this is how the first towed-glider flight happened to be made on November 11 of that year. Hook, at the controls of an OX Travelair, towed the glider, built and flown by Earl Aiken of Breckenridge, Texas, from that town to Ranger, 30 miles away. His equipment was a reel of clothes line wire and a pair of hedge clippers. His partner, Travis Boggs, sat in the back seat of the Travelair holding the clippers, ready to cut the line if Hook couldn't get off the ground. However, that didn't prove necessary. The takeoff was normal, they reached 1,000 feet, and away they went at the then hair-raising speed of 60 mph to make aviation history. When they arrived over Ranger and the glider was released, Aiken, who had never before been up that high, put on a exhibition and then made a spot landing on the field. Needless to say the crowd went wild and the Texas newspapers played it big. In honor of his achievement, Byron Hook recently received a commemorative plaque from the OX-5 Club. Hook learned to fly in an OX JN4D in a pasture in West Texas. He holds airman certificate No. 7140, and A&M license No. 10760.

CEDAR RAPIDS, Iowa, facilities had an opportunity to teach three visitors from Guinea, West Africa, who were assigned to the tower for a month to learn Air Traffic Control Procedures. The visitors were Mory Dore, Martin Bangoura and Ahmadou Hanne.

THE AGENCY's latest directory of International Personnel and Activities reveals in 40 pages of names, addresses and telephone numbers, the global scope of International Aviation Service. The International Aviation Service (IAS) has offices in Berlin, Montreal, Paris and Rome; Civil Aviation Assistance Groups (CAAGS) in 28 countries ranging from Afghanistan to Vietnam; representatives on International Aviation organizations—the Central Treaty Organization (CENTO) in Ankara (where there is also a Cento Aviation Group (CAG) of technicians); the Southeast Asia Treaty Organization (SEATO) in Manila, and the International Civil Aviation Organization (ICAO) in Montreal.

IAS provides the Administrator for Aeronautics at the Templehof Airport, Berlin, and its specialists are on duty with the Air Force in Tokyo, Hawaii, Okinawa and Manila. The Flight Standards Service (FSS) has International Field Offices in Beirut, Brazzaville, Frankfort, London, Rome, Buenos Aires, Lima, Rio de Janeiro, Manila, Tokyo and Paris. The Air Traffic Service has specialists attached to the IAS offices in Paris and Rome and Systems Research & Development (R&D) mans technical offices in Frankfurt and London.

MUST VOR BE TREATED DELICATELY? SMS SAYS "NO"

Is a facility necessarily more effective because its maintenance people treat it with tender, loving care? In the case of the VOR system, the Systems Maintenance Service thinks that to the contrary, VOR operating costs can be reduced and reliability increased by substantially curtailing the routine maintenance schedules. It is now trying to prove it.

The problem that Systems Maintenance faces is a delicate one. The VOR is the ground-based very high frequency omnidirectional radio navigational aid which gives VOR equipped aircraft 360-degree bearing information. This radio equipment is so indispensable to safety in flight that SMS had to figure out how to prove its theory without conceding anything to potential danger.

The solution is not only simple and logical; in many respects it assures even greater air safety. For the next year, FAA regional technicians at 147 VOR sites in low density traffic areas will not perform certain routine tasks at specified time intervals. Tubes will not be tested at definite scheduled times; relay contacts will be cleaned only after visual signs of wear and tear; other equipment will be dusted only when it approaches a state of objectionable uncleanliness.

That there will be a reduced VOR maintenance program does not mean that there will be a decrease in the number of technicians at the test sites. During the evaluation period, the same number of technicians will use the time normally used for preventive maintenance observing and appraising equipment operation. They will observe all operating parameters and tolerance and make detailed notes about any visible changes in normal service. Should any piece of equipment show effects of these reduced routine maintenance procedures it will be repaired immediately, but the point of the year-long test is to determine at what point VOR tolerances are exceeded without these regularly scheduled routine maintenance procedures.

There are several reasons why this program will not compromise safety to any degree at all. The first is that all VOR facilities have automatic standby transmitting and monitoring equipment. When any part or parts of the system temporarily break down, the backup VOR automatically goes into service until FAA technicians restore the defective facility to normal operation. Consequently, even if it is shown that the reduced maintenance schedule does affect certain parts of VOR equipment—and the chances seem minimal—over-all VOR operations would remain normal.

A second reason why this new test program will not endanger aircraft is the essence of the VOR system itself. VOR sites are located approximately every 100 miles along given air routes. Again, should one of the facilities fail, the pilot has alternative ways to keep on course. He could either switch to the TACAN facility (all 147 VOR test facilities are co-located with TACANs; i.e. VORTAC facilities) or ask for radar control or, if worst comes to worst, ask that his route be changed to pick up another VOR range. There are a sufficient number of VOR facilities so that one breakdown in the network does not represent an imminent threat. Thirdly, the 147 VOR test sites were carefully selected, according to strict stipulations that: a) they each had a certified standard ground check; b) that none were used as aids to high density airports; c) none of them was scheduled for extensive modification or shutdown before the end of the test period, May 1964; and d) they each comprise the VOR portion of a complete VORTAC facility.

The hypothesis to be proved is that if time intervals between maintenance shutdowns can be increased without diminishing VOR service, operating costs should decrease through a reduction in technician man hours spent at each facility. Correspondingly, with both the main and the standby equipment operating for longer periods, there should be less chances of complete VOR failure when one VOR is operating without standby while the other is shut down for preventive maintenance.

If the theory is substantiated by factual proof, the Agency will be able to reduce Systems Maintenance manpower significantly, and introduce a sizeable savings.

It is an experiment that can demonstrate what effects less frequent routine preventive maintenance schedules will have upon the performance and availability of VORs, without depriving VOR users of the same, or better, performance and availability now being enjoyed. With everything to gain and nothing to lose, SMS is optimistic about the 147 separate tests. During the year, all other VORs in the national system will continue to be maintained under the testing established schedules. If and when the results of the testing supports the SMS theory beyond all reasonable doubt, it is expected that there will be reduced maintenance schedules for the entire VOR network.

Mary Baron, Only Blind Steno in Federal Service, Transfers to FAA

Mrs. Mary Baron, the only blind stenographer in the Federal service, has recently joined several other handicapped persons in FAA employment. Mrs. Baron transferred from the Post Office Department to the Agency's Office of Appraisal.

Although blind all of her life, Mrs. Baron's abilities range from playing the piano to taking shorthand. In between, there is championship bowling, teaching, typing, two years at the University of Pittsburgh and the ability to read, write and speak French and Italian.

She is not totally blind in both eyes, having 10/200 vision in one. This means that with the one eye she can see, when within ten feet, what she should see at 200 feet if the eye were normal.

By strengthening what vision she has by wearing contact lenses and glasses, Mrs. Baron is able to see well enough to travel, take care of her Washington home and type. She takes shorthand in Braille on a device which utilizes six levers to make impressions on paper tape. Mrs. Baron reads the tape with her fingers, marks her place by folding the tape, and then types the remembered phrase.

Using this tape machine, Mrs. Baron can take over 80 words a minute in shorthand. She can also type this fast but not when she has to read from the tape.

Mrs. Baron's first employment was as a secretary and guide for a blind caseworker employed by the Pennsylvania Association for the Blind at Pittsburgh. From there, she went to the Western Pennsylvania School for the Blind where she had received her grade and high school education, as a teacher-receptionist. Later, she entered Federal employment with the Veterans Administration in Washington and then moved to the Post Office Department. She now has over 20 years of Federal Service.

HEARING OFFICER SYSTEM ASSURES FULL PROTECTION OF AIRMAN RIGHTS

One of the most important and far-reaching decisions of the Administrator, made in January 1962, was the appointment of Agency Hearing Officers to handle the touchy business of revoking or suspending airman certificates for violations of the safety regulations. For pilots, these violations would include falsifying a medical certificate, low or any other kind of dangerous flying, flying after expiration of certificate, flying in restricted airspace, and other similar infractions. For mechanics, violations would include such things as falsifying or failing to complete aircraft working records.

The Administrator's action was a significant departure from previous Agency practice when notices of alleged violations were sent by registered mail and decisions, based on written replies to the charged, were reached in informal conferences between airmen and FAA attorneys.

The new system gives the airman more opportunity to defend himself. He has a choice of being heard formally before a Hearing Officer or informally by an Agency Counsel. If he chooses the latter and is dissatisfied with its outcome he may request a formal hearing and get it. And further, if at the conclusion of the second hearing his certificate is ordered modified, suspended or revoked, and he still feels he has not had a fair deal, he has the right to take his case to the Civil Aeronautics Board.

At the Board his case is reviewed by a CAB Examiner and if the Examiner's decision is not to his liking he can ask for a hearing before the full 5-member Board.

This method of treating violations has eliminated the criticism that FAA was acting as both judge and jury in enforcement cases. Four Hearing Officers, John M. Hunter, based at Atlanta, Glenn Woodmansee at Los Angeles, T. Edward Davis and Robert I. Nicholson at Kansas City, carry the workload, traveling about the country to hold the proceedings at a point convenient to the airman. They are attached to the Administrator's immediate staff and act independently as his representatives. They do not hesitate to modify, or even dismiss, Agency actions where the actual evidence does not carry out its initial promise.

To date Hearing Officers have completed 60 enforcement cases. Decisions were reached in 49; actions of the Regional Counsels sustained in 17, modified in 26 and six were terminated for lack of sufficient evidence. The 11 remaining cases are still under consideration. Included in the 49 were decisions that suspended the certificates of 34 airmen; revoked 7.

Eighteen of the airmen cited chose to appeal the FAA decisions and take their problems to the Civil Aeronautics Board. Examiners' decision have been rendered in only three cases to date; two favorable to FAA and one unfavorable. One loser asked that he be heard by the full Board, and the FAA appealed the case it lost. The cases are pending before the Board.

Higher Salaries May Replace Living Allowances

Higher salaries may replace present cost of living allowances in Alaska, Hawaii, Puerto Rico, and the Virgin Islands after completion of a Bureau of Labor Statistics survey of industry pay levels in those areas. This is the gist of an Administration proposal sent to Congress by the Civil Service Commission requesting repeal of existing allowances because they do not meet today's needs.

The proposal pointed out that Section 504 of the Federal Salary Reform Act of 1962 allows upward adjustment of salary ranges in localities where private enterprise rates are substantially above Federal statutory salary rates and suggested it as an alternative to the present arrangement.

The Commission and the Bureau of the Budget have jointly asked the Department of Labor's Bureau of Labor Statistics to make special salary surveys among private firms in Alaska, Hawaii and Puerto Rico to serve as a basis for determining, if the cost of living authority is repealed, where and to what extent salary ranges should be raised.

No change in allowance rates are planned at this time and no action will be taken until the DLS survey has been completed.

Deputy Director of IAS R. Boyle

Robert P. (Pat) Boyle, Associate General Counsel of the Agency, will become the Deputy Director of the International Aviation Service on July 1. He will replace Capt. Donald E. MacIntosh, who will complete his assignment with the FAA and retire from the Navy.

Boyle began his Government career with the Civil Aeronautics Authority as legislative counsel in 1938 and then transferred to the Civil Aeronautics Administration in 1940. He became Assistant General Counsel of the CAA in 1946, Deputy General Counsel in 1950, General Counsel in 1953, and senior Associate General Counsel of the FAA in 1959.

Boyle was graduated from Williams College in 1935.

OPT Changes Technicians to Personnel Specialists

An experiment in converting FAA technical employees into personnel specialists is currently under way in the Office of Personnel and Training. The initial program includes five former air traffic controllers.

Considered a pilot program, the year of training in all of the OPT Washington functions is designed to take advantage of educational and technical backgrounds. Requirements for participation include a bachelor's degree in business administration, government, public administration, or personnel management and passage of the Federal Service Entrance Exam.

The five present trainees are Donald Heath who came from the Phoenix Center, Gregory Maguire from the San Jose, California RATCC, Joseph Noonan from the Boston Center, Edward O'Connor from the Seattle Center, and Richard Desautels from the Madison, Wisconsin CS/T.

This program, which differs from Management Intern programs, is the first of its kind in FAA. Other Offices and Services are expected to follow this lead. The Personnel Development Branch of the Personnel Operations Division has management responsibility for the training.

MRS. NOYES HONORED FOR SERVICE TO AVIATION

Mrs. Blanche Noyes, Air Marking Specialist, sits in cockpit before taking off to examine navigational aids. At right is one evidence of her work which has brought her distinction, a roof-top marker for VFR pilots.

FAA's Air Marking Specialist, Mrs. Blanche W. Noyes, was one of six recipients of the third annual Federal Woman's Award, a distinction conferred upon Government career women who have made outstanding contributions in their fields. Mrs. Noyes has been directly responsible for the Government's Air Marking program since its beginning in 1936.

Two Presidential task forces—Project Horizon and Project Beacon—have recognized the importance of the air marker to flying safety. A major recommendation of the Beacon report was the expansion of FAA's air-marking program, particularly in high density terminal areas where VFR traffic is continually increasing.

Mrs. Noyes is known internationally for her work in air safety and her accomplishments would fill a book. She carries on a one-woman FAA crusade to get more and more air markers installed throughout the country and has succeeded despite lack of money. (No federal funds have been availabe for this work for 15 years.) However, Mrs. Noyes, working with State aviation directors and other officials, has encouraged communities, industry, business and fraternal organizations, professional groups and interested citizens to paint markers in prominent places for the convenience of the VFR flyer, although many an IFR pilot has been led to a safe landing by an air marker. Mrs. Noyes estimates that there are about 10,000 readable markers which she calls "silent sentinels" in service today, but her ambition is to see every city, town and village in the country air marked. She has flown more than 13,000 hours in pursuit of her goal.

After testing many different kinds of markers over the years, FAA recommends painting the name of the town on the roof of a large, conspicuous building in chrome yellow letters on a dark background, with an arrow pointing in the direction of the nearest airport, and the distance to it indicated in 10-foot numerals.

FAA now is developing plans for air-marking hospital heliports and for experimental markings that will identify corridors to high density airports.

As an incentive for furthering air-marking, FAA is also promoting the development of inter-state skyways for VFR fliers. These are air routes laid out over the best terrain, along which communications, weather reports, hangar and airports are at the pilot's service.

Life expectancy of a marker is 3 to 4 years and the cost is about $60 whether new or renewed.

Blue Seal Film Released for Showing

A new 15-minute, 16 mm sound film, "One Eye on the Instruments," has been produced and released by the Agency. Available for showing to Agency personnel and the public, the color film is designed to encourage general aviation pilots to take advantage of the Agency's Blue Seal program (minimum instrument proficiency for non-instrument-rated pilots).

When ordering, submit Form FAA-2611 to AC-142.1, P.O. Box 1082, Oklahoma City.

FAA Offers Home Study Courses For 37 Skills and Proficiencies

More than 8000 FAA employees are enrolled in the Agency's Directed Study Program, a series of 37 home study courses designed to improve the technical knowledge and on-the-job skills of engineering specialists.

As a self-development program, with participation largely voluntary, it is specifically *directed* to support and supplement Resident Training at the Aeronautical Center and Regional on-the-job training.

Courses are taken either as prerequisites or previews of more advanced resident studies offered at the Academy, as a means of technical advancement to keep employees abreast of new developments, or to assist in employee development in non-technical subjects such as management, supervision, and report writing.

Study material is mailed to the student in groups of lesson assignments with study reports and examinations which are completed and sent back to the instructors for grading and comment. A certificate is awarded upon completion of each course, but no academic credit is given.

Although the program is open to all FAA personnel at no charge, courses are given generally to Air Traffic, Air Navigation Facilities, and Flight Standards engineers in subjects that relate closely to their on-the-job requirements. For this reason, the courses are slanted to students with engineering backgrounds or aptitudes. In these cases, requests for enrollment may be made directly to the non-Resident Training Division, PT-970, FAA Training Center, P.O. Box 1082, Oklahoma City.

Other FAA personnel may enroll in technical Directed Study courses *not* pertaining directly to their specific work provided a written approval, by the enrollee's supervisor, accompanies his application, and the application is approved by the Director of the Academy. Enrollment forms are available at most field stations.

A student can start any time of the year and should expect that he will spend at least 100 off-duty hours in study and preparation of his assigned work and examinations in each course.

A staff of 68 people at the Academy prepares the curricula and grades reports and examinations. The program currently is being expanded to include 28 additional courses which will be included in the new Catalogue of Training Courses.

The catalogue is available from the Non-Resident Training Division, PT-970 at the Aeronautical Center.

SAFETY IN ACTION:

The Aviation Mechanic

Science has found no substitute or replacement for the hands and minds of men. No black box, computer, or data processing machine—none of the vaunted gadgets of the space age—can trouble-shoot an airplane, replace a cylinder, or tighten a bolt on the landing gear. It takes men to do these things. And only men can ovehaul a fuselage, disassemble and reassemble an engine, repair damaged landing gear, adjust a propeller blade, take out and put back a fuel tank, or do any of the maintenance tasks that keep an aircraft fit and flying.

The men entrusted with this work are aircraft and powerplant (A&P) mechanics certificated by the Federal Aviation Agency. Their jobs are not the most glamorous in the business. But they certainly are among the most important. Lack of glamour has its compensation in responsibility. An aviation mechanic does not come easily by his A&P certificate. He earns it by working long hours in school and on-the-job where he is required constantly to increase his skills in order to keep pace with the complexities of modern aircraft. Possession of his certificate is a matter of satisfaction and personal pride.

Tacked to the walls of many an aircraft maintenance shop can be found copies of the Mechanics Creed. No one knows where this statement of principles originated. But all old timers are familiar with it. And the new aviation mechanic soon learns its importance. It pledges him to unyielding adherence to the doctrine of safety for the lives of others are dependent upon his judgment and knowledge.

There are 118,689 men in the United States today holding aircraft and powerplant certificates. More than 1,000 of them are in the Federal Aviation Agency. Like the others, FAA mechanics are highly versatile men who work with equal facility on Boeing 707's, Piper Comanches, DC-3s, Queenaires, and the Gulfstream, on piston engines, turbo jets and pure jets. They keep this heterogeneous fleet in top flying shape wherever FAA aircraft are based—Alaska, Hawaii, Europe, the Middle East, and all the continental regions.

A mechanic couples nosewheel landing gear on the CONSTELLATION.

Checking the high tension ignition system coils in a Wright engine.

Inspecting propeller de-icing "cuffs" on Aeronautical Center ELECTRA.

Grumman GULFSTREAM closely inspected at Washington's Hangar 6.

Eastern Region Participates In Flight Forum

"The Economics of Flight to Main Street" were brought home quite forcibly last April 3rd to more than 350 New Jersey educators, businessmen, and civic leaders at a unique "Town Hall of the Air" type forum sponsored by the NAA and the Bergen County, N. J., Education Association.

Assistant Administrator Oscar Bakke launched the day-long Aerospace Workshop by serving as briefing officer on a 200-mile flight around the New York metropolitan area. The more than 70 persons on board an EAL Electra were treated to a dramatic presentation linking the area's industrial and economic growth to aviation. Observers ranged from a 17-year old high school student making her first flight to 82-year old Wm. Piper, Sr., aviation pioneer and developer of the famed Piper Cub. New Jersey Congressman Frank Osmers, Jr., and Robert Murphy, Vice President of the Civil Aeronautics Board were among the official observers from Washington.

Among other things, Bakke's presentation pointed out that the four major airports serving the metropolitan area provide employment for 150,000 persons in direct and related services, with an annual payroll of approximately 1.5 billion dollars.

While Idlewild is the busiest airport in the metropolitan area, according to Bakke, Teterboro has jumped into second place with 240,000 flight operations a year. Newark ranks third with 194,000, and LaGuardia fourth.

During the course of the flight, Bakke pointed out that fear of aviation and indifference to its importance to the nation's economy stem from ignorance. Also included in his discussion were eye-opening statistics on the relative safety of aviation, as compared with other common-carriage travel.

Following the "Flying Workshop," a panel discussion was held at Paramus High School, led by some of the nation's top aviation experts. An intensive question and answer session followed, during which the area's educators and businessmen directed questions to the panel.

A pioneer program designed to emphasize the vital role of aviation in American life and economy, this initial workshop is expected to be the nucleus of a number of similar type efforts in communities throughout the nation.

Ass't. Administrator spoke on "Economics of Flight to Main Street."

William A. Whiteseli (l) President of the Flying W Ranch in Medford and Dr. Mervin K. Strickler, Jr., Chief, Aviation Education Division, FAA, board ELECTRA prior to 200-mile tour of Metropolitan area.

Front: G. C. Merchant and Col. A. B. McMullen, National Ass'n. of State Aviation Officials; Wm. Piper, Sr., Pres., Piper Aircraft Co., and Robert Murphy, Vice Chairman CAB, are briefed by Oscar Bakke.

Panel Members, l. to r.: Mr. Rogers, Mrs. Brick, Mr. Whitesell, Dr. Strickler, Mr. Bakke, Mr. Murphy, Mr. Adams, Mrs. Pope, Mr. Walsh.

ECONOMY AND EFFICIENCY ARE STRESSED AT SMDO QUARTERLY CONFERENCE

The Systems Maintenance District Supervisor's Conference was held at the regional office from March 26-28, 1963. The theme of the meeting was "Economy and efficiency of operations through more effective manpower utilization and work simplification." Held approximately four times a year, the conferences are conducted to resolve major technical and management field problems and to discuss new policies and procedures to be planned or implemented.

The District Office is responsible for the planning, direction and coordination of field facilities within the area relating to day-to-day maintenance of facilities. Personnel assigned to these offices require the application of broad technical knowledge and experience for the management and coordination of numerous specialized fields of programs essential for the continuous operation of complex electronic and electrical systems. Actions taken and decisions reached must be based on a thorough knowledge of the Agency's policies and objectives. Although the necessity for documentation exists, correspondence can never fully replace direct contact and discussion. High level management must do more than direct the policies and objectives, they must "sell" them to the individuals directly responsible for implementation.

Guest speakers at the conference included the Assistant Administrators and Messrs. Hanlon, SM-310; Martini, SM-210; Mueller, PT-940; Schmitt, PT-970 and Mark, EA-3. The primary subjects discussed were cost accounting, facility continuity performance, program and planning, evaluation, personnel relations, recognition of achievements, organization and division goals. The Assistant Administrator presented Mr. C. H. Myers, Chief, SMDO-10, with a special letter of recognition acknowledging the completion of the correspondence course titled "The Economics of National Security."

Above: Graduates pose with Regional Administrator Oscar Bakke, Deputy Regional Administrator Wayne Hendershot, and IBM executives following graduation ceremonies. Left to right, front row: Wayne Hendershot, Deputy Assistant Administrator; Oscar Bakke, Assistant Administrator; John Finley, IBM representative; I. Goode, EA Automation Project Officer; Joseph Bailey, IBM representative. Second row: W. Hunter, EA-765.7; R. Cavallaro, EA-765.7; E. McDemon, EA-765.7; J. Izworski, SMDO-1; S. Sterling, EA-765.6; G. Baumes, SMS 109B. Third row: N. Sattler, EA-572; L. Pol, EA-594; W. Zane, EA-536; U. Flax, EA-596; P. Connelly, EA-765.7; G. Sershen, EA-765.7; B. Sulsky, EA-765.7; C. Seidman, EA-835.3. Fourth row: G. Collins, EA-596; K. Galbraith, EA-534. Unavailable for class photograph were graduates E. Metz, EA-765.7; J. Wilson, EA-578; R. Anderson, EA-572; R. Bethel, EA-765.7; F. Trent, EA-510; and M. Neilis, EA-572. Course ran 60 classroom hours.

EA STEPS OUT FRONT WITH ADP

Eastern Region took an important first step towards the development of better understanding of automatic data processing and its relationship to air traffic control by sponsoring a 60-hour course in the fundamentals of automatic data processing. The session was directed by Mr. I. Goode, Special Project Officer for Automation of the Air Traffic Division, and was conducted two nights a week after work hours, from 5:00 to 8:00 P.M.

Twenty-two volunteer specialists from the Air Traffic, Installation and Materiel, and Systems Maintenance Divisions attended the sessions. John Finley and Joseph Bailey of IBM jointly shared instructor chores with respect to the technical aspects of the curriculum. Mr. Goode developed the adaption of automatic data processing equipment and techniques to air traffic control.

The course was divided into classroom work and the application of this knowledge to the computer equipment being studied. The class spent three evenings at IBM computer installations working with a computer and its associated peripheral equipment. Classroom work covered the following basic topics:

(1) Fundamentals of automatic data processing, (2) Input/Output equipment relationships with the "main-frame" computer, and (3) Basic programming concepts.

In addition, the use of symbolic programming languages was discussed and demonstrated. The class wrote and coded simple programs which were subsequently run on the computer system. Scheduled originally for six weeks, the class was voluntarily extended to nine weeks because of interest expressed by students.

CITED FOR GOOD WORK

The Region's participation in the Greater New York Fund '63 Campaign was recognized when Marvin W. Kanter (r) Director, Public Service Division, awarded the Region a citation for its efforts. Oscar Bakke accepts citation on behalf of all the employees.

QUESTION BOX

Although jobs in the FAA vary to a great extent, many employees frequently raise questions on matters common to all. Below are a few questions most frequently asked by EA employees. In the future, if you should happen to think of a question of general interest, please submit it to EA-3 and we'll try to answer it.

Q. How do I get a higher grade?

A. Employees may bid for higher-grade positions through the "Promotion Plan Announcements" which are continually distributed to all employees to solicit applications for vacant positions. Employees are frequently assigned progressively responsible work in their present organizations. Although small increases in responsibility will not cause an increase in grade, there does come a point where gradually-increased levels of responsibility can result in a higher grade.

Again, there are situations where an entire class of work can become more responsible to the point where the Civil Service Commission authorizes higher grades for all positions in the affected class.

Q. May an employee receive an "Outstanding" performance rating and also receive an Employee Promotion Appraisal from his supervisor which is not sufficiently high to place him in the "Well Qualified" group on promotion plan lists?

A. Yes; while this is not probable, it is possible under certain circumstances. The employee may have received an "Outstanding" rating as a result of his having demonstrated to his supervisors that he was performing his duties in the position he occupies in an outstanding manner. The duties of his position may be largely technical. In evaluating his potentials for the next higher position, the duties of which are not technical but are based largely on administrative or management ability, or ability to meet and deal with people, the supervisor may feel that the employee does not have these abilities or personality traits to the degree which would place him among the "Well Qualified." The employee's name might then very well be among the "Qualified" on the promotion list.

Q. I am a supervisor. May I join an employee organization?

A. In general, all Agency employees are free to join or not to join employee organizations. However, there are certain limitations placed on the activities of management and supervisory personnel who join employee organizations. If supervisors have significant managerial responsibilities, they may not participate in the management of an employee organization, or act as its representative since such activity would generally result in a conflict of interest. A supervisor may not be a member of a unit which has been granted exclusive recognition if he officially evaluates the performance of employees who are in that unit. Supervisors may hold office in employee organizations composed only of supervisors. However, they must not allow their employee organization responsibilities to conflict or to interfere with the requirements of their supervisory positions in the Agency. When any questions arise concerning this matter, supervisors should consult their superiors or they may consult the Chief, Personnel Relations Branch, EA-15.

Q. How can I find out if a directive is still current?

A. An up-to-date checklist of current Washington directives appears in Order MS 1320.12A. The Checklist of Regional directives, Order EA 1320.2, only lists directives current as of 7/15/62. A revised checklist, up-dated to 7/1/63, will be issued in mid-July.

Q. How do I find out which records I can destroy and which must be retained?

A. Order EA 1350.2 contains a checklist of Records Disposal Schedules. Most of these schedules are quite old, and you may not have them in your office. The Records Coordinator in your division has these schedules, and can help you with any records disposal problem you may have.

Q. Must I set up my files by subject classification number when I find that my old system of filing by cases works better for me?

A. No. If you set up files by subject, they must be by subject classification number. However, if a case or project file suits your purposes better, you may use it. Handbook ADP 1350.1, Chapter 3, provides guidance on types of files which are permissible.

Q. I am an Electronics Technician, GS-7. I understand that under the Government Employees' Training Act the FAA can pay tuition expenses for its employees taking courses at college or schools outside of the Government. I would like to apply for two courses at my local University: "Physics of Sound" and "Personnel Administration." I am sure both of these courses will make me a better employee for the FAA.

A. The Out-of-Agency training program to which you refer operates as a management tool for the supervisor to help him obtain the skills and knowledges he needs in his operations.

To answer your request specifically, you, personally, cannot apply for such training. It is up to your supervisor to request such training. For him to do so he will have to make a determination as to whether *his operations* require the additional skills and/or knowledges which these courses could provide. Then he must determine whether this training would be the most efficient means (most economical; most timely; most available; etc.) for providing him these necessary skills and/or knowledges.

Finally, he must determine which individual he will "assign" for this training both because of the individual's potential and also to ensure a balanced work group.

If your request meets the above criteria, your supervisor may "apply" for this training for you. Otherwise, this training falls in the area of self-development and, as such, remains your personal responsibility.

FAA SEMINAR AT BYRD AIRPORT

The Agency's multi-purpose program of providing sophisticated flight familiarization in representative multi-engine business and executive aircraft to its General Aviation operations inspectors while currently conducting seminars open to those interested in "light twin" operation, has met with outstanding success at Byrd Field, Richmond, Virginia.

Three General Aviation operations inspectors from the Eastern Region completed the course in an Aero Commander and are most enthusiastic regarding the professional aspects and fruitful results of the course. The seminar was unusually well received with 160 in attendance.

The Administrator outlines the day's program to Governor King and group of special guests.

Visiting New Englanders streamed through building and brought youngsters along.

Nashua's Mayor, Mario Vagge evoked laughter during the dedication luncheon.

All Systems "GO" as Eastern Region Launches New Boston Center

On May 4, the Eastern Region dedicated its new Boston ARTCC at Nashua, New Hampshire. Gathered for the ceremonies were many of New Hampshire's top officials and high-ranking members of the Nation's military forces. Congressional representatives included Senator Thomas McIntyre and Congressmen James Cleveland and Louis Wyman.

Flying into Grenier Field at Manchester, Administrator Halaby greeted G.S.A. Administrator Bernard Boutin; Senator McIntyre and Congressman Wyman; Dave Thomas, ATS Chief, Ed Stimpson, GA-10 and Fred Pelzman, ID-30.

Early morning plans included a special pre-dedication briefing for the Administrator and top-level national, state, and local personnel.

Center Chief Clarence Kynock and key center staff members had planned their dedication well. Clock-work seemed to be the order of the day as visitors arrived and met the Administrator, EA's Oscar Bakke, Mayor Mario Vagge and selected tour guides. The Center's Air Traffic specialists, Systems Maintenance, and I&M personnel went through brief, well-rehearsed lectures, pin-pointing important aspects of air traffic control in their areas. Controllers handling aircraft flying over the Center's boundaries carried on with a strict business-as-usual policy. Following an informal, brief conference with Governor John W. King, State Aviation Director Roger Crowley, Dave Thomas and Center Chief, Clarence Kynock, the Administrator and approximately 120 selected guests attended a special dedication luncheon sponsored by Nashua Mayor Mario Vagge.

Dedication ceremonies lasting approximately an hour commenced at 2 p.m. More than 700 people, many from as far away as Boston and Manchester heard Mayor Vagge and Governor King officially welcome the FAA to New Hampshire. Representative James C. Cleveland presented the new center with a flag, the Nashua High School Band presented musical selections, and vocalist Frank R. Harvey of Nashua led the group in the National Anthem. The following day, (Sunday) approximately 10,000 people thronged to Nashua to take advantage of the new Center's open-house invitation.

The day's dedication program was carried "live" over radio station WSMS and presented locally over TV's Channel 9. To Center Chief, Clarence Kynock and all Center personnel who made the dedication so memorable, a loud "Well Done."

Utilizing Center's loud-speaker system, the Administrator salutes the Air Traffic personnel who were on duty for dedication, with a sincere "Well Done."

Administrator Halaby explains to New Hampshire's governor, John W. King, how long-range radar works. Many notables joined the Governor at Center dedication.

Assistant Administrator Bakke greets Mr. Halaby upon arrival at Grenier Field.

State Aviation Director Roger Crowley (third from left) bids guests goodbye.

A relaxing coffee break is enjoyed by the Administrator, Governor King and Senator Thomas J. McIntyre after the windup of the ceremonies on the big day.

Mr. Halaby meets the new Boston Center Coordinator, Mary Jeffries, one of the few women to hold down such a job. Traffic Chief Joe Regan introduces the two.

AIR TRAFFIC CHIEF REGAN MOVES TO WASHINGTON

Joseph J. Regan, EA's Air Traffic Chief, has been selected for the position of Chief, Systems Requirements Division, AT-40, at Washington Headquarters, Mr. Regan assumes his new responsibilities in June.

Long a pioneer in aviation and air traffic control, Joe began his career at the Boston Municipal Airport in 1934. While working at the Boston Tower he attended Massachusetts Institute of Technology. He advanced to the position of Airport Traffic Controller and in 1941, was promoted to the position of Chief Controller, Boston Tower.

In November 1941, Joe joined the Federal Government as Chief Controller of the CAA's Orlando, Florida, Tower. In 1942 he was appointed as Instructor at the first CAA Air Traffic Control Training Center in Atlanta, Georgia.

In June 1942 he was appointed to the position of Airport Traffic Control Inspector and assigned to the Fort Worth, Texas, Regional Office.

An assignment to the U. S. Navy Instrument Training Instructor School at Atlanta, Ga., followed, preparatory to his inaugurating an Instrument Flight Training program throughout the First Region (now EA)— his new post of duty.

In December 1943, he was placed in charge of the New York Air Traffic Control Training Center, dubbed "Flushing Tech" by the many hundreds of military pilots who received their training in air traffic control, weather, navigation, etc., prior to assignment to overseas bases.

February 1947 found him Chief of the Airport Traffic Control Section. In October 1951 he was promoted to Deputy Chief, Facility Operations Branch, and subsequently, in February 1953 was promoted to Chief of the Operations Branch. He was selected in June 1958 as Deputy Chief, Air Traffic Management. Field Division No. 1, and in August 1961 became Chief of the Air Traffic Division, Eastern Region.

Joe takes to Washington a unique background in aviation covering flight operations, airport traffic control, en route traffic control and flight service operations. He has established himself as an able administrator and has been well liked by the many people who have served with him on both a business and personal level.

Joe relaxes from workday pressures by "do-it-yourself" home construction. As a result, his home in Westbury, Long Island became a local show place.

Mr. and Mrs. Regan are active Board Members of several civic, charitable and religious organizations in the community.

Eastern Region has improved its Management Information Center with the addition of a map of the regional area showing by colored pins the location of all the district offices, field facilities, and area coordinators. Above, Irving Mark, Executive Officer (left), commends Mike Bellezza for doing this on off-duty time.

New York Airways Gets Approval for External Helicopter Cargo

New York Airways helicopter is pulling a 30-foot external sling during a test flight at LaGuardia. This type of sling installation has been approved.

Supplementary Type Certificate No. SH105EA was issued to New York Airways for the 107-11 helicopter external cargo sling installation. This is the first approval granted in EA for helicopter external load configuration under the standard airworthiness requirements, using the new proposed Part 133 as a guideline. The first operation was conducted March 31, 1963, at Sperry's Lake Success plant when 10 old air conditioning units weighing from 2500 to 4500 lbs., were removed from a roof-top and replaced by 10 new units weighing from 2000 to 3600 lbs. The operation was accomplished in an hour and 45 minutes.

Marsden and Boggs Attend an Air Force Training Class in Newburgh

Al Marsden and Lloyd Boggs of the Materiel Branch recently participated in an Air Force Training class at the Electronic Assets Control Center, Stewart Air Force Base. The class covered Air Force supply policies and procedures, and included a visit to the center's computer room, receiving and shipping areas, and warehouses.

The course and subsequent discussions proved to be of informative value insofar as FAA/AF procedures and mutual supply areas were concerned.

Eastern Region Extends Welcome

HANDS ACROSS THE SEA

Jose M. Carrilo of Barranquilla, Colombia, coordinates strip notations with an adjacent Center, and delivers flight data information at the New York Center.

A pilot friend of ours was quite amazed recently to learn that air traffic safety was not the only service provided by the Region's Air Traffic Division.

This awakening came when the pilot, on a "Familiarization" visit to a local facility observed two foreign students being checked out on radar.

In response to the pilot's question on this, we introduced him to the foreign students. They informed him that they were representatives of a large group of foreign nationals, under the sponsorship of the Office of International Cooperation, in this country to learn air traffic control procedures for application at home. When the students returned to their scopes, we continued our tour, at the end of which the pilot returned to the subject of training foreign students. The pilot commented quite interestedly on the involvements and repercussions of what appeared to be on the surface a simple and sincere undertaking. We concurred, and informed him that at present, approximately 15 students from Peru, Colombia, Egypt, Argentina, to name a few, were actively engaged in training in the Eastern Region.

The training of foreign nationals requires considerable effort, time, patience, and understanding, occasioned somewhat by the language barrier and by differences in cultures. To date, the program has proved a remarkable success. The Agency's Air Traffic personnel enter into the program enthusiastically, which makes it increasingly popular with our foreign friends. However, establishing a workable rapport isn't enough. Air Traffic personnel also provide such necessary items as transportation, accommodations and material help, the end products of which are guaranteed to bolster close working relationships, mutual respect, and understanding.

The Region considers this to be a most important program. The impressions we make now may well serve us to great advantage in the future. This program affords foreign students the academic atmosphere, respect, and working environment necessary for the transmission of complex air traffic knowledge. As a result they return to their countries as "professional" controllers ready to man their country's air traffic system. More important, perhaps, is the healthy respect our foreign friends will have gained for the American air traffic specialist and his ingenious way of "getting things done."

Our pilot friend nodded agreement and thanked us for the impromptu "FAM" tour. His final comment was: *"Bon chance."*

Felipe Johnson (l) gives a pre-flight briefing supervised by Training Officer Ken Morrow.

Michael Fontaine (l) and Enrique Tejero (r), Chileans both, learn to control traffic at Boston from Training Officer J. McElaney.

G. A. Lynn, Chief, Boston FSS, checks chart made by Felipe Johnson, Argentine trainee.

Miguel Hererra of Bogota, Colombia, checks out in manual procedures at New York.

Tomas Marsano (with mike) and Julio Vetter, representing Peru, concentrate on the complexities of the radar handoff procedures.

Alfonso Benedetti of Bogota, Colombia, busy with radar procedures at New York Center.

TECHNICIAN GIVES ASSISTANCE IN FLOOD DISASTER

On the night of March 11, 1963, Don W. Ferrell, assigned to SMS 116, was dispatched to Jackson, Kentucky, to repair trouble reported at the radar microwave repeater facility. Ferrell arrived at Hazard, Ky., and found that the town was in a disaster flood condition. Evaluating the situation, Ferrell made arrangements to have someone else proceed to the Jackson facility while he remained in Hazard to give assistance.

The highway leading into Hazard from the south is bounded on one side by high cliffs and on the other by the North Fork of the Kentucky River. A landslide had occurred just inside the city limits shortly before he arrived. In order to reach the heart of the city, Ferrell had to cross the slide. To do this, he had to drive off the highway, next to the river, where the height of the slide was lowest. Just as he came to the midpoint, another slide occurred in the same path. Mud, huge rocks, trees and debris slid down the cliff bordering the highway. A boulder weighing several tons came to rest less than 12 inches away from his jeep. Had the boulder traveled further, it would have swept him, vehicle and all, into the river.

On arriving in the heart of the city, Ferrell worked in coordination with the Kentucky State Police, and transported several people and their personal possessions to higher ground. Most of this was accomplished during darkness under severe rain conditions. Ferrell also assisted the townspeople on March 12 and March 13 in a similar manner.

Ferrell is reluctant to accept credit for his actions, feeling that any FAAer would have done the same thing. This unselfish action reflects favorably on himself and the Agency, and we are proud that "Don" is a member of the FAA team.

Regional officials and Red Cross representatives prepare to launch 1963 campaign. Left to right: B. Ponzi, Chief, Property and Services Branch; R. Levinson, Placement Branch; C. Kreuzberg, Office of Ass't. Administrator; L. J. Cardinali, Acting Chief, Systems Maintenance Division; R. Katzen, Chief, Payroll Branch; A. L. Vetere, Management Staff, and T. F. Lynch, Acting Chief, Material Branch. The drive this year was exceptionally successful. Headquarters contributed $1370.

Oscar Bakke, Ass't. Administrator, Eastern Region, pins medal on Maj. John Matt, for meritorious service with the 1254th Air Transport Wing. Right: Bakke addresses the Systems Maintenance District Supervisors Conference.

Three Employees Given Cash For Incentive Program Suggestions

George H. Campbell, left, presents awards to Edwin A. Brown, center, and Leonard B. McHugh.

Two veteran employees, Edwin A. Brown and Leonard McHugh, of the Cleveland ARTCC, Oberlin, were presented with cash awards for submissions to the Agency's Incentive Awards Program. George H. Campbell, Chief Controller, presented the awards.

Brown, Automation Officer, with 22 years of FAA service received an award of $350.00 for suggesting and installing significant improvements to the strip delivery system for computers. The improvements have been implemented in other centers in the Eastern Region.

McHugh, a 15-year employee is automation supervisor at the center. His award of $50.00 was based on a suggestion for improvement in flight data depiction of flight progress strips.

New Regional Order for AT, SMD Equipment Replacement Criteria

Order EA-4300.1 entitled "Developing Equipment Replacement Requirements at Air Traffic and Systems Maintenance field facilities" was issued March 28, 1963. Under the Facilities Provisioning Policy, the Materiel Branch is responsible for programming of funds to accomplish the rehabilitation or replacement of office equipment, furnishings and working equipment at Air Traffic Division and System Maintenance Division field locations. This order provides detailed instructions and sample forms regarding procedures for replacement or rehabilitation of equipment, justification for new requirements and changes in requirements for field offices and facilities.

REGULATORY COUNCIL STREAMLINES RULE MAKING

New Regulatory Council Director, W. C. Jennings (l) with predecessor, W. L. Lane, Deputy Director FS.

Eighteen months ago N. E. Halaby, FAA's new Administrator, established the Agency Regulatory Council and brought FAA's rule making practices into the jet age. In so doing he also brought the Agency and the public into better relationship.

Halaby who, as both pilot and lawyer, was familiar with the safety regulations, called upon an independent group of lawyers to study the procedures followed by FAA in adopting and enforcing the regulations. In essence he wanted their judgment as to whether the procedures were fair and whether they contributed to safety in the air. The Advisory group's report, known as "Project Tightrope," delivered in October 1961, found that the rules did, in essence, accomplish their missions. But the processes surrounding them had become too involved.

For one thing, the report stated, the rule making authority was widely dispersed among the different services and the inevitable conflicts and delays arising from such dispersion made it difficult to bring a rule into being. As a solution for this particular problem, "Tightrope" recommended establishment of a single office in which these powers would be centered.

Halaby followed the recommendation in principle. He left the responsibility for the rules with the Service having jurisdiction in the area involved, and he made of the Regulatory Council a forum where basic rules and policies affecting air safety are hammered out.

The Council has quietly and effectively fitted itself into the Agency pattern as an advisory body. It keeps a weather eye on the rulemaking policies, practices, procedures, schedules and priorities, and in so doing speeds up and simplifies the entire operation. Matters of an Agency-wide nature concerning rules are discussed and coordinated by the Council. Rules in progress are monitored here. Here final rules are reviewed before going to the Administrator for signature. All this is done without the Council's taking any specific or direct part in the actual rulemaking processes.

The Agency Regulatory Council and its Executive Director are attached to the Administrator's office. The Administrator is the Chairman and in his absence the Deputy Administrator takes his place. The Deputy Administrator and the Directors of the Air Traffic Service, Flight Standards Service, Airports Service, Systems Research and Development Service, Civil Air Surgeon, and General Counsel are permanent members. The Deputy Administrator for Development, the Directors of the Aircraft Development Service, Installation and Materiel Service, Systems Maintenance Service and the International Aviation Service participate as members when matters concern them.

The Council has effected some important changes in agency practices. For example, when a proposed rule is to be terminated because it is no longer under consideration, or no longer current, the fact is published in the Federal Register; dockets are open at all times for inspection by interested persons; public contacts made by Agency representatives during the time a rule is under consideration are noted and information given or received recorded in the docket for all to see. These actions of the Council have created a more favorable FAA image.

New version of the Nan-1, a Lockheed JetStar bought by FAA to help keep pace with developments in the field of higher performance aircraft. Beginning next month the four-engine jet, formerly used by the manufacturer as a test and demonstrator model, will be used to train FAA personnel and to fly investigators to major crashes.

High Quality Performances to Be Rewarded by Salary Advancement

A new means of rewarding high-quality performance—the "quality" increase—has become a potent addition to employee recognition. The benefits are continual, both to the employee and the Agency.

A quality increase is a within-grade pay advancement. Only one quality increase may be gained in any 52 week period. It does not affect the waiting period for awarding of an acceptable level of performance increase. This makes it possible for supervisors to reward employees whose work performance is sufficiently high in quality by advancing them two steps a year.

The FAA's rules and procedures covering a quality increase are simple to follow when it is warranted. To be eligible, an employee must perform his major duties at a level of competence which substantially exceeds the acceptable level. He must do this for a period of not less than six months and his supervisor must be convinced that the high-level work will continue to the same or a higher degree.

The employee's immediate supervisor makes the recommendation. This recommendation, together with appropriate documentation, may go to the approving authority without further review.

The idea behind quality increases is to give distinction and motivation to those employees who are performing at a high level of competence, or who are capable of it. It is unfair, the Agency realizes, to restrict a high-level performer to the same compensation as one who is average.

The high-level performer may be recognized through promotion, but that is not always possible. The Sustained Superior Performance Award may not be the answer either because qualification for the SSP does not include the stipulation of continued high-quality performance.

The quality increase fills this gap. In some instances, however, it may be more appropriate to give a Sustained Superior Performance award. Examples would be of an employee who is already at the top of his grade or when the recognition is for a group effort or a one-time project.

The quality increase procedures in FAA provide for a program of continuing advice and assistance to supervisors in the implementation of the Program. The over generous supervisor who rewards everyone and the reluctant supervisor who rewards no one will be given appropriate guidance by the effective use of a built-in program evaluation.

RESEARCH REPORTS MADE AVAILABLE BY AEROMEDICS

The FAA Civil Aeromedical Research Institute in Oklahoma City, Okla., has made available research project reports 62-18, 62-19 and 62-20.

62-18 Effect of Increased Venous Pressure on Renal Hemodynamics. Lerner B. Hinshaw, Charles M. Brake, P. F. Iampietro, and Thomas E. Emerson, Jr. October 1962.

Abstract—Conflicting evidence exists in regard to the effects of increased venous pressure on renal hemodynamics. Experiments to clarify its role were carried out on twenty-eight intact innervated or isolated perfused dog kidneys. Findings indicate the absence of a "venous-arteriolar" reflect. Decreases in total resistance occur as venous pressure is increased through a wide range in both innervated and isolated perfused kidneys. Intrarenal venous and tissue pressures and blood flow are unaffected by large increases in venous pressure (21-75 mm. Hg.), although venous segment resistance declines remarkably. Decreases in blood flow are seen when renal vein pressure approaches or exceeds intrarenal venous and tissue pressures. Results confirm previous investigations regarding the importance of tissue pressure and intrarenal venous pressure in renal hemodynamics, which appear to "buffer" the kidney against effects of elevated venous pressure through a variable but unusually large venous pressure range. The phenomenon of autoregulation may be extended to include a tendency for renal blood flow constancy in the face of wide swings in *both* renal artery and venous pressures.

62-19 A case of Survival of Extreme Vertical Impact in Seated Position. Richard G. Snyder, Ph. D. October 1962.

Abstract—Physical, biophysical, and medical data are presented concerning the case of a 20-year-old male of excellent physical condition who jumped from the Golden Gate Bridge in San Francisco, surviving for ten days a free-fall deceleration in the seated position (buttocks to head) of a calculated 4127 g for .0023 seconds. Specific trauma resulting from this impact indicates that this may closely approach the extreme human survival tolerance(s) to impact in this position, and that, while distribution of forces through support of the upper torso may greatly minimize injury to the skeletal system, protection of internal organs will present a much more difficult problem.

62-20 Civil Aeromedical Research: Responsibilities, Aims, and Accomplishments. Stanley R. Mohler, M.D. October 1962.

Abstract—Civil aeromedical research conducted by the Aviation Medical Service of the Federal Aviation Agency is concerned primarily with (1) elucidating those mental and physical attributes of civil airmen most vital to the safe operation of present and proposed civil aircraft; (2) providing the civil aviation industry, from the designer to the operator, wtih adequate information relative to the physiological, psychological and medical characteristics of civil airecrew members, passengers, and ground support personnel; (3) determining the means by which human tissues may be protected from injury during civil airecraft accidents; and (4) developing means by which the effects of aging, drugs, fatigue, hypoxia, toxic substances and other factors, can be measured with respect to their influence on performance by civil airmen.

Requests for copies of any of the reports should be sent to: Civil Aeromedical Research Institute, AM-111, FAA, P.O. Box 1082, Oklahoma City, Okla.

AME's Face Problems in Certification of Airmen

An air traffic control operator with six years experience had a spontaneous right pneumothorax, March 1962, and was treated with thoracotomy and negative pressure. Second episode on May 1962 and was treated successfully by aspiration. Diagnostic studies were negative for TBC, serology and urinalysis were noncontributory. In June 1962, thoracotomy was done which revealed minimal bullous emphysema. This was resected. Post-operatively, the airman's lungs have expanded promptly, but maintained a small air leak for eight days. After closure, the chest tubes were removed. Post-operatively his pulmonary function studies were found to be within normal limits. X-rays of his chest and lungs were read by the roentgenologist as a normal post-operative chest.

Recommendation:

The airman was issued a medical certificate which was to be valid for one year.

At that time he was to submit a complete follow-up evaluation as pertaining to his pulmonary status.

Fifty Mile Hike to Nowhere Helps CARI Answer Medical Questions

Dr. Bruno Balke conducts experiment on treadmill.

A recent 13½-hour treadmill experiment extended the range of the existing 7-hour experiment data to help answer questions on the maximum work versus time relationship. These questions are similar to those asked by the aeronautical engineer concerning a given power plant.

Dr. Bruno Balke, 56, Chief, Biodynamics Branch, CARI, Oklahoma City, experimented by walking and running for 13½ hours at an average speed of 3.7 m.p.h. for a distance of 50 miles on a treadmill that was level most of the time. For short periods of time, the front of the treadmill was raised to simulate a climb of a 300-ft. hill within 10 minutes. For other short intervals, the treadmill was speeded up to a velocity of 6 m.p.h. either on level ground or on an uphill slope. In the latter case, it took only 5 minutes to climb the 300-ft. hill.

Periods of rest consisted of 10 minutes after 2½ hours or 10 miles, 30 minutes rest after 4 hours or 17.5 miles, 45 minutes rest after 6½ hours or 25 miles, and 45 minutes rest after 10 hours or 40 miles. Work and rest totaled 16 hours. The experiment began at 8 a.m. and ended at 12 midnight.

Using up five times more oxygen, on the average, than under desk work conditions, a total of 6,260 kilocalories were supplied by food intake. The deficit of 2,510 kilocalories must have been made up from the energy stores of the body, such as glycogen and/or fat, amounting to slightly more than 1 pound. The total weight loss, however, was 21.58 pounds, or 9.79 kilograms, mainly consisting of body fluid; 12.7 pounds were replaced by an intake of about 1½ gallons of water during the experiment.

These two pages are directed to FAA Medical Examiners. This, and other material, previously carried in MEDICAL NEWSLETTER for AME's, will appear in FAA HORIZONS.

HYPOXIA HAZARDOUS THREAT TO PILOTS—CARI TEACHES CAUSE AND EFFECTS

Hypoxia can ride in an airplane with the pilot like a stowaway passenger who, at altitude makes himself known in an unexpected and dangerous manner. It is the unknowing or unalert pilot who can succumb to the insidious effects of hypoxia and ride his plane into the ground unseeing or uncaring. These effects are so gradual that the hypoxic individual commonly believes that the state of things are improving as total incapacitation nears. The feeling of well-being and euphoria are some of the hazards encountered. While not all of the symptoms are seen in each individual, a person will get the same symptoms in the same order each time he experiences hypoxia. Herein lies one of the chief benefits of altitude chamber indoctrination for pilots.

FAA pilots of turbine-powered aircraft are now required to have altitude chamber indoctrination and attend a 12-hour Physiological Training Course held at the FAA Civil Aeromedical Research Institute, Oklahoma City, Okla. An 8-hour refresher course is given to these pilots every three years. AMEs are invited to participate in these courses. All participants must hold a current third class certificate or be able to meet the physical requirements. These courses give to the participant an understanding of the causes, effects, prevention, and treatment of hypoxia.

The Earth's Atmosphere

The atmosphere is a gaseous envelope surrounding the earth's surface which, when dry, consists of 78.09 percent nitrogen, 20.0 percent oxygen, 0.03 percent carbon dioxide, and small amounts of other gases. The composition is nearly constant up to 70,000 feet due to mixing by wind and other weather factors.

The atmosphere with which we are mainly concerned is divided into the troposphere and the stratosphere separated by the tropopause. Beyond this are the ionosphere and the exosphere.

The troposphere extends from the earth's surface to an average height of 35,000 feet (range 28,000 to 55,000 feet) and is characterized by a varying moisture content and most of our weather phenomena—turbulence, prevailing westerly winds, and a nearly constant rate of temperature decrease with altitude of 3.5° F. (or 2° C.) per 1,000 feet of ascent.

The tropopause is the narrow transition zone between the troposphere and the stratosphere. The height varies with latitude and season, being higher at the equator and in the summer.

The stratosphere is characterized by a constant temperature —67° F. (or —55° C.), high velocity winds (the jet stream), and essentially no moisture or weather phenomena. The speed of sound, which is related to the square root of the absolute temperature, is constant here at 662 m.p.h.

We are mainly concerned with pressure which decreases with altitude but logarithmically rather than arithmetically as the temperature does. At sea level, atmospheric pressure exerts a force of 14.7 p.s.i. and causes a column of mercury in an evacuated tube to rise 29.92 inches or 760 mm. At 18,000 feet there is one-half an atmosphere of pressure (380 mm. or 7.3 p.s.i.), and at 34,000 feet, one-fourth an atmosphere (187 mm. or 3.6 p.s.i.).

The total pressure of the atmosphere at any altitude is the sum of the partial pressures of the individual gases found in the atmospheric gas mixture. At sea level, in a dry atmosphere, the partial pressure of nitrogen is 593 mm., and oxygen has a partial pressure of 159 mm. The addition of water vapor passing through the nasopharynx changes the tracheal composition of air: nitrogen to 564 mm.; oxygen to 149 mm.; and water vapor to 47 mm. The partial pressures of chief concern in the alveoli are oxygen —103 mm. and CO_2—40 mm.

The oxygen partial pressure at any altitude up to 70,000 feet equals 21 percent of the total pressure at that altitude. Thus, at 10,000 feet, 21 percent times 522 mm. Hg. equals 110 mm. Hg. as the partial pressure of oxygen. From the physiologic standpoint, the partial pressure, not the percent of the gas in the total mixture determines the effect on the body. Breathing 100 percent oxygen at 34,000 feet is equivalent to breathing air at sea level, and breathing 100 percent oxygen at 40,000 feet is equivalent to breathing air at 10,000 feet.

The effects of reduced pressure with ascent can be divided into the effects of reduced barometric pressure (trapped gas expansion and evolved gas) and those of reduced partial pressure of oxygen. Hypoxia, which may be defined as insufficient oxygen available at the tissue level regardless of cause, falls into the latter category.

There is an unequal susceptibility to hypoxia from person-to-person.

Types of Hypoxia

Hypoxic hypoxia occurs when there is inadequate oxygen partial pressure to force oxygen across the lung membranes. This may be due to either a decreased partial pressure or thickened lung membranes. Correction is by cabin pressurization or by oxygen administration.

Anemic hypoxia which results when carbon monoxide or anemia result in inadequate hemoglobin to transport the oxygen, is improved by oxygen administration.

Stagnant hypoxia from circulatory insufficiency is combatted by oxygen administration and reclining seats.

Histotoxic hypoxia where the cells are unable to absorb and use the available oxygen (as in cyanide poisoning).

Differentiation from Hyperventilation

Hyperventilation resulting from anxiety also occurs at altitude. There is a similarity of symptoms with hypoxia and hyperventilation. It must be concluded that a differential diagnosis based upon symptoms is impossible.

Pilots were told to combat both conditions when symptoms were present by checking the oxygen system and taking three deep breaths of oxygen, then holding the breath. Since three breaths may be inadequate to correct hypoxia, a paradoxical oxygen effect may be experienced. The best current advice is to check the oxygen equipment and descend.

AMEs Encouraged to Attend

AMEs are invited to attend the course. There is no charge. AMEs participate voluntarily; no per diem or travel reimbursement is made.

Send requests to Technical Service Staff, AM-70, Civil Aeromedical Research Institute, Federal Aviation Agency, Oklahoma City, Okla.

Clarke Harper, FAA Budget Director, looks into the future as he studies Agency Five Year Program. Readying a budget for Congress is a long process.

THE BUDGET: *An Inside Look at an $810 Million Story*

It is an early spring morning on Capitol Hill. The room number is H-143 in the House Wing of the Capitol Building. There is a long polished table in the room. On one side sits the Chairman, Appropriations subcommittee on Independent offices, along with the other subcommittee members. On the other side of the table sits N. E. Halaby, Administrator of the Federal Aviation Agency. He is flanked by Clarke H. Harper, Director, FAA's Office of Budget and other members of his staff, each with a mound of papers and notebooks in front of him.

The Chairman taps his gavel and speaks: "Welcome to all of you. We are glad to see you and to hear the FAA's program and budgetary requirements for the 1964 fiscal year. Mr. Administrator, do you have a statement?"

The Administrator: "I have a long statement and, if you wish, I shall put it in the record and then spend a little time elaborating on the major points."

The Chairman: "Take as much time as you want."

The statement was placed in the record. It was 28 pages of detailed explanation of why the Agency needed every penny of the $810.6 million it was asking for. The dialogue back and forth across the table, which was to last 2½ days, began. FAA went under the Congressional microscope.

Getting a budget together is a long, involved task requiring many months of discussion — perhaps argument — of thousands of decisions, big and little, of adding, subtracting and juggling, of looking into the future. When a new FAA facility appears in Kansas, California, Wake Island, or anywhere else, it is because someone, at least two years before, saw the need for it and put it in the budget. This applies also to the paper and pencils, typewriter ribbons, desks, chairs, light bulbs, dictionaries—all the tools FAA needs in the office and in the field. It also applies to pay checks. All are a part of advance budget planning.

The budget process is, perhaps, drier than Old Man River, but it's just as constant. It keeps on rolling, too, day after day, week after week, slowing down occasionally, but it never actually stops. The Budget presented to and dissected annually by the House and Senate Appropriations Subcommittees is the conclusion of an effort that begins some 12 to 15 months before it appears in the legislative chambers.

FAA budgeting starts early in every new calendar year when the Administrator sits down informally with his top level Washington staff to consider an agenda drawn up by the Budget Office from material furnished by the Services and Offices. This is the "Annual Budget Conference"—a session where major issues and policy questions pertaining to the nature and scope of future Agency programs are put on the table and thoroughly aired. From these deliberations decisions are made that set the broad objectives to be met in the budget the Agency will present to Congress more than a year later.

Next comes a formal "Call For Estimates" from the FAA Budget Office to the heads of the program offices and the Assistant Administrators in the Regions. In responding to the "Call," Assistant Administrators, heads of Services and Offices are to be guided by decisions reached during the Administrator's conference.

Receipt of the "Call," normally in February or March, is a signal for heightened activity by those responsible for the management of money in each of the regions, offices and services. For the next 90 days they concentrate on their present operations, trends of the aviation

Alice Kosbucki, Budget Analyst, checks and rechecks

Budget Estimates Fiscal '64

Operations	$545,500,000
Facilities & Equipment	127,000,000
Grants-in-Aid For Airports	75,000,000
Research & Development	50,000,000
Washington National and Dulles International	12,600,000
	$810,100,000

industry, status of facility installations, and other factors that decide priorities.

When these figures from the regions are ready, around the first of June, they are gathered in Washington where for another three months they undergo close scrutiny by counterpart program offices and the Office of the Budget. They then go to the Budget Review Board comprised of the three Deputy Administrators with the Budget Director as Executive Secretary. Here again the estimates submitted by the program offices, together with the comments of the Office of the Budget, are considered in detail before final recommendations are submitted to the Administrator.

Also about the first of June the Director of the U.S. Bureau of the Budget (BuBud) sends FAA and every other Government Department and Agency a set of instructions to follow in preparing formal requests for federal funds.

He asks for—and gets—a detailed accounting of the work and services the funds are destined to cover, with a minute breakdown of costs.

By September 30 these figures are in the hands of BuBud where they are sifted to see if anything can be cut out and a reduction made in the total dollar figure. Usually something is found that can at least be questioned. Hearings are then scheduled, which last one or two days. FAA defends its position on the next year's budget.

By late November the Agency receives its "markup" representing BuBud's preliminary decision as to the dollar level for the FAA budget as well as decisions to approve or not to approve specific programs. The Agency has an opportunity to present an appeal on debatable issues, to try to get any rejected items restored. Sometimes the appeal is successful, sometimes not. The Agency is then given the approved dollar figure in an "allowance letter" signed by the Director of the Bureau of the Budget.

By the middle of December FAA's Budget is ready to be sent to the President as part of the over-all national administrative budget—a comprehensive document that weighs in at more than eight pounds on the scales. After Presidential approval it goes from the White House to GPO for printing, and then on to Congress where it is cut up into segments, each part forwarded to an appropriate subcommittee.

Because FAA is an independent Agency, its estimates go to the House Subcommittee on Independent Offices. By longstanding tradition, all money bills originate in the House. All appropriation bills are first passed by the House before going on to the Senate.

In due time the Administrator and his Staff make their annual trek to "the Hill" to explain their budget—which they first started to work on more than a year before—to members of the House and Senate. If the House reduces FAA estimates, Agency officials determine if the cut can be accepted without jeopardizing agency effectiveness or whether an appeal is necessary. If it is, a request for restoration must be prepared for submission to the Senate. If the Senate allowances differ from the amount approved by the House, the appropriations Bill goes to Conference—a session where members of each Subcommittee thrash out their differences.

As soon as the agreed-upon bill passes both legislative bodies again, and the President signs it, the money becomes available to the Agency. Programs are adjusted to fit the funds and the Agency is in business for another year. A year and a half has passed from the day the Budget office began working on the Administrator's agenda until the appropriation for that particular fiscal year is in our hands.

This completes one of the two budgetary cycles that overlap and are always going forward. This first cycle covers formulation and presentation of the budget and extends from the Administrator's budget conference early one year to late summer or fall of the following year when Congress passes the appropriations bill. Cycle One could also be described as "getting the money."

Cycle Two might be described as "spending the money," or perhaps managing the expenditure of funds. This cycle covers the period from the time Congress appropriates the funds, usually late summer or early fall, to the end of the fiscal year, which is June 30 of the following calendar year.

As part of this second cycle, each Agency organization prepares a report on the status of its fiscal programs each quarter: that is, the end of September, December, March and June. These are reviewed by the Office of the Budget to see how the money is holding out. If one activity is running short of necessary funds, and another is being delayed in allocating funds, resources may be redistributed in the best interests of the Agency effort, just so long as it is in keeping with Congressional intent. Or if every activity is running short because of a pay hike, for example, across the board spending restrictions may be imposed.

A fairly new process is a "preview" technique whereby BuBud asks all Agencies for a preliminary 5-year forecast in May each year. FAA was doing this and was able to respond immediately when the Bureau began the program.

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HEALTH FOR ALL

AVIATION MEDICAL SERVICE

MOUTHWASH

Last year, Americans swished and gargled almost 76 million dollars worth of mouthwash to get rid of bad breath and relieve sore throats.

Despite the magical claims made for these oral panaceas, the almost 76 million dollars spent for mouthwash is a waste of money. Any slight benefits derived could be had with ordinary warm tap water.

The Council on Dental Therapeutics of the American Dental Association, which has kept close tabs on the subject for years, states that "mouthwash" is a loose term that generally means "a liquid with a pleasant taste and odor to rinse the mouth."

Although germicidal activity can be demonstrated for many mouthwashes, proof of a clinical benefit from the use of germicidal mouthwashes is lacking.

Even if mouthwashes did contain efficient, useful germ killers that swept away every microrganism in the mouth, their effect would be very temporary.

Nor can a mouthwash "stop throat pain fast." Even if the user gargles for 5 minutes, the best a mouthwash can do is reach the back of the mouth and a bit of the throat. Yet the infection is back beyond that in the pharynx and nasopharynx, and the organisms that cause infection are deep within the tissues.

As for claims that a mouthwash can "cure bad breath," bad breath is a symptom and not a clinical entity. Its causes are many. A major cause is poor oral hygiene. Other causes are dental caries, inflamed gingiva, improperly cleaned dentures, heavy smoking, sinus infections, and postnasal drip.

The main benefit of any commercial mouthwash, according to the Council on Dental Therapeutics, is "as an aid in the removal of loose food and debris."

Last year, Americans spent 64 million dollars on toothbrushes; 11 million dollars less than for mouthwashes. This is ironic, since increased toothbrushing would help bad breath worriers far more than any mouthwash.

There's No Harm in Trying Agrees Re-Certificated and Grateful Pilot

The owner of a small aircraft maintenance shop in Coffeyville, Kansas, learned two facts recently. The first was the truth of the old adage that "if at first you don't succeed, try, try again." The second was that the Federal Aviation Agency is equally concerned with private interests and the public good because they are inseparable in aviation safety.

John H. Lightstone was denied a third-class medical certificate as a private pilot in June 1959 because of a coronary heart disease he had suffered in 1948. The regional Medical Examiner told Mr. Lightstone that because of a history of coronary occlusion with myocardial infarction, he was not considered qualified for any class of medical certificate and that the one he possessed was invalid.

At the end of November, 1962, Lightstone petitioned the Administrator for an exemption of part 67 of the Federal Aviation Regulations on the basis that he had recovered fully from the 1948 attack with no further symptoms and without any need for medications.

Mr. Halaby's Medical Advisory Panel of specialists reviewed Lightstone's case, agreed that his health was excellent, and noted that he had had considerable experience as a private pilot (11,000 hours of previous flying time). On these bases, the Panel voted to recommend that his petition be granted and that his third-class medical certificate to function as a private pilot be restored. Mr. Halaby accepted the Panel's recommendation.

John Lightstone's gratitude expressed in the letter he sent to the Administrator attests to the deep concern and fairness of the FAA in matters relating to private pilots, regardless of their respective problems:

"Dear Mr. Halaby:

I received your letter with the great news that I now have my third-class medical certificate. I'd like you to know how glad I am to have this wonderful news and that I appreciate everything that has been done in my behalf. The most important thing is knowing that we can be heard. Sometimes we get the feeling that there is no use in trying, so it is great to know that all things are possible."

Notes from The Assistant Administrator:

Our Agency is a complex, highly-developed integration of people and equipments. I am continually impressed with the tremendous responsibility all of us bear to manage well the resources given to us by the Congress to provide for the regulation and promotion of civil aviation in a manner fostering aviation development and the safe and efficient use of airspace for the American public.

We are now the eighth largest civilian Government agency, with more than 43,000 people and an annual budget exceeding $800 million dollars. The Southern Region is more than 5,000 of these; receives a proportionate share of the budget.

We, as individuals and managers, must become ever more cognizant of the challenge, opportunity and responsibility for developing and assuring the services essential to safety in aviation.

This spring, I was among the participants in a special week-long seminar held a short distance from Atlanta. There, I saw men of our Regional top management team in action . . . saw them apply their management skills and work 14 to 16 hours a day to achieve an even greater degree of teamwork than we have enjoyed since our association's beginning.

There, at picturesque Ida Cason Calloway Gardens, we judged performances in decision-making that could be stated mathematically as being concerned either predominately with production or people. The "managerial grid" indicated that a "9,1" man is the man who looks on men as machines and getting the job done is all that is important. The "1,9" supervisor is the "country club" type who puts good fellowship first and lets production wait. The "5,5" type is indecisive and intolerably middle-of-the-road.

These were the extremes, and none reflects the type of management we are seeking in the Southern Region. We do not want impoverished, undecided management. We want positive, aggressive "9,9" management that blends people and the job into one team to reach our Agency goals of air safety with economy.

I am pleased to say that most of our supervisors fell within the "team quarter" of the managerial grid, and I would like to propose that all of our supervisors strive to achieve an individual group that gets the job done with happy people.

I urge each manager to re-evaluate himself in relation to his job and strive to achieve management skills that will improve our performance. I would like each employee to recognize the importance we place upon him as an individual and as a member of the FAA Team.

Arlin O. Benight

Assistant Administrator

SNAKE-EYES ROLLED IN "OPERATION BROOMSTICK"

Frequent alarms alerted the VOR facility in Miami for days, indicating a technical breakdown somewhere in the system. Mysteriously, each time a technician arrived at the site in the Everglades' marshes to locate the failure, the facility restored itself to perfect operation almost as if by magic. As soon as the technician left, the VOR system went on the blink again.

This perplexing routine exasperated the technicians, but every time the alarm sounded, they hurried to the site trying to locate the root of the malfunction. One day, the trouble did not stop and he investigated all the equipment in the buildings and found nothing wrong. The only section left was the antenna shelter.

When he opened the door, he gasped and then started to laugh. Two snakes were coiled around the antennas, lazily sunning themselves in the warm Florida sun. The technician searched for an effective maintenance tool and cleverly picked up a broom with a long handle. Inaugurating "Operation Broomstick," he transferred the two snakes from their unusual perch to other comfortable lazing grounds.

HEART-WARMING CHARITY

J. H. "Jake" Cawthon (r) a Director of the Tri-City Hospital Authority, accepts a check for $720, presented by Arvin O. Basnight for FAA Southern Region Headquarters employees to equip a room in Atlanta's South Fulton Hospital.

NEW HOME FOR FLIGHT INSPECTORS

Assistant Administrator Arvin O. Basnight and Meridian, Miss., Officials recently dedicated this new FAA Flight Inspection District Office, located at Meridian's Key Field. The 23-man office is headed by Inspector Emmett Hess.

Harvey Mayer Learns Safety Pays; Emergency Training Saves a Life

While attending the radar school at the FAA Academy, Oklahoma City, this past fall, Harvey M. Mayer, a Radar Watch Stander at the RAPCON, Valdosta, Georgia, was credited with saving the life of a three-year-old girl.

During the period of his training, Mayer and his family stayed at a nearby motel. Also staying at the same place was a family from California. The motel had a swimming pool. One evening, the older brother of the three-year-old girl noticed what he thought was a doll floating near the bottom of the pool. The mother recognized the "doll" as her daughter and the son dived in and pulled his sister from the water.

Mayer, who heard the mother's agonized cries, ran across the grass and jumped the fence around the pool. He noticed that the girl had turned blue and that the mother was trying to give her artificial respiration by a technique now considered outmoded. Mayer offered his help and immediately began using mouth-to-mouth resuscitation. After a period of between five and ten minutes, she responded and was conscious and crying when the emergency team arrived.

Mayer, a native of Hosmer, South Dakota, joined the FAA in 1961 and attended Class 181 in the Communications Equipment School. One of the requirements of the C. E. Course is that all graduates be familiar with emergency first-aid techniques. This training is required primarily to include a greater measure of safety for the field technician whose daily environment is surrounded by lethal voltages and other dangers of life. However, such training sometimes pays unusual dividends.

DON'T BE HALF-SAFE!

Security of classified information, as well as the physical security vital to FAA equipment, are always matters of grave concern, especially in our important business of commercial, private and military aviation. We must be ever alert to prevent careless disclosure through loose tongues or pens, or laziness in acquainting ourselves with necessary precautions.

Security *is not an added* burden. It is an integral part of our day-to-day work routine. Actually, when properly viewed, security is the application of common sense towards a set of rules laid down to assist us in protecting information and equipment vital to the interest of our nation. Security is everyone's business.

General Aviation Inspectors Lead Hazardous Lives

Aircraft accident investigations, while interesting and exciting within themselves, sometimes have added excitement.

Take a case in point . . . recently, General Aviation Inspector Jack Bivings of the General Aviation District Office in Jackson, Mississippi, nearly became engulfed by fire during an aircraft accident investigation.

After Bivings heard that a fatal accident had occurred in a dense forest area near Ocean Springs, Mississippi, he jumped in a government car and reached the scene early one Sunday morning.

While probing through the wreckage, he saw smoke in the distance to the south, but, being occupied with his inspection, he was not too concerned.

After he had finished his investigation and was walking out of the forest, he was startled to see that flames, followed by dense smoke, were moving in his direction. With the accident investigation still on his mind, Bivings walked about three-quarters of a mile and spotted a group of houses. There, still thinking about the accident investigation, he found a witness; and, unknown to Bivings, during his interview of the witness, the area became surrounded by raging flames.

Although the fire began to die down about 45 minutes later, smoke, sparks, and flames were still severe enough to force Inspector Bivings to turn back on three occasions in his effort to leave the area. He waited. It was not until three hours later that he was finally able to make progress, but, as luck would have it, again, he became trapped by still another fire and was pinned down to this spot for another half-hour. Incidentally, the aircraft wreckage was completely consumed by the forest fire.

That day, Inspector Bivings drove away from the worst forest fire ever reported in the history of the area; and when he arrived home in Jackson on Sunday evening, he laughed that he had escaped with only minor burns on his arms and "bald" head.

While most accidents don't ask for such courageous defiance of hazard, accident investigation is one of the fundamental elements of a sound program for improving aviation safety. Conscientious investigation and reporting of aircraft accidents are essential to the General Aviation Branch's accident prevention program. Their slogan, "Be Accident Free in '63" has caught on and is being heard increasingly.

General Aviation Inspectors' investigations of the circumstances surrounding an aircraft accident entail a methodical accumulation of small bits of information which usually form a pattern. The wreckage itself contains valuable evidence which, when correctly identified and assessed, will normally provide the factual evidence necessary to determine the probable cause of the crash.

The investigating inspector, such as Jack Bivings, is one of the cornerstones of the Agency's Aviation Safety Program. His detailed and precise investigation (sometimes outdoing even "Sherlock Holmes") that reveals immediate and underlying causes of aircraft accidents depends completely on his judgment, perseverance and integrity. He must have an open mind, a capacity for hard work, common sense, tact, a sprinkling of faith and curiosity, and a broad basic knowledge of aviation.

Accident Inspectors check every minute detail.

This design of a modern and functional building soon will become a reality. The new municipally-owned FAA building is under construction at Municipal Airport, Jackson, Mississippi. The building is scheduled for completion in late Summer 1963, and will house the Jackson General Aviation District Office, Airports District Office and Flight Service Station.

Typical scene in the springtime at Ida Cason Calloway Gardens.

Management groups reassembled daily under supervision of Drs. Blake and Mouton. Below: Assistant Administrator Basnight and associates hammer on one of the tough ones.

EFFECTIVE MANAGEMENT THROUGH TEAM ACTION

....Managers Now Chart Own Course

During the Spring, a group of 40 top officers of the Southern Region Headquarters left their busy desks to their assistants, and drove some 80 miles to picturesque Ida Cason Calloway Gardens near Pine Mountain, Georgia.

For five full days, these FAA managers concentrated upon improving their ability to get the job done through effective team action. The days started with the "sun" at 6:00 a.m., and, most nights, concentrated work went on until well after midnight.

During this week-long period, FAA managers were exposed to a new technique designed to develop a smoother working "team machine" by probing the inter-relationships between individuals under pressure, and by self-analysis of their own management styles.

Our managers were introduced to the "managerial grid," a strange and fascinating management tool developed by Dr. Robert R. Blake, a psychology professor at the University of Texas, who through his own company, Scientific Methods, Inc., demonstrated the usefulness of the grid. The managerial grid is basically a system of 11 management theories, superimposed upon a mathematical grid. The grid is laid out to show numerically two often conflicting poles of management emphasis . . . concern for people and concern for production.

For instance, a manager with maximum concern for his employees and minimum concern for how much they produce would show up on the grid as a "1,9" manager. His opposite, who emphasizes production completely and actually ignores people, is a "9,1" manager. The official who is indecisive and always compromises between production and employee morale, is called a "5,5" manager. The ideal manager, who gets the most production done and keeps employee morale high, is judged a "9,9." This is accomplished through gaining understanding and agreement.

According to Dr. Blake, the managerial grid enables managers to have a beginning reference point . . . it gives a specific language you can speak without delving into the abstract.

The 40 Southern Region officials were divided into groups at the beginning of the week, and they solved problems as individuals and were judged on those decisions; and they, together, "talked out" a group decision. The groups were pitted against one another, and scores were counted.

To be successful, it was clearly demonstrated that supervisors, working with each other, must remove from their relationship any phoniness or "organization-man" thinking and strictly "level" with each other. Each day, with each session, as decisions were hammered out to the satisfaction of all, group members were amazed at how they, individually and as a group, developed into an integrated, functioning team.

During the week, Dr. Blake and his associate, Dr. Jane Mouton, emphasized, "Our job is not to solve problems, but to train management to solve their own problems. The grid is a quantitative measuring stick that enables the manager to assess his own managerial styles and abilities as well as those of people working for him."

Our group at the Ida Cason Calloway Management Seminar feel that as a result of their personal management "soul searching," practical problem-solving in groups, and in getting to know each other's management styles proved extremely profitable and should result in shaping up an even smoother working top management team.

Left: Furrowed brows mirror concentration required during week-long seminar, as Art Eno, Miami Area Coordinator, Lee Shipp, Atlanta Tower, Gene White, Air Traffic, and Carl Browning, Personnel, study. Right: Coordinator Rosacrans scores decision.

With navigational computer in hand, a pilot listens attentively while Specialist Tillman D. Cowart of the Atlanta Flight Service Station briefs him on the weather conditions he may expect along his route of flight. Similar scenes are enacted daily at more than 200 such Stations maintained by FAA throughout the country.

Goldee Boozer releases balloon. Timing its ascent by stop watch will enable him to compute ceiling level.

Boozer waits for fan (located above thermometers) to circulate air around the two instruments before taking hourly reading. At night a "Clinometer" is used to compute ceiling.

EVERYBODY TALKS ABOUT WEATHER – ESPECIALLY EXPERTS

"We're planning a picnic next Wednesday, will it rain?"

"Is the wind too high for boating on the lake today?"

"I need to pour concrete this morning; will it have time to 'set' before it rains?"

"Is there a cold front on the way?"

These are questions posed by the general public, as opposed to the "flying public," and constitute a very small portion of weather information disseminated by the Federal Aviation Agency's Flight Service Station personnel at locations especially designated to fill the gaps in the vast network of weather-gathering locations. Actually, gathering weather data is but a small portion of Specialist's duties, although a very important part, since accurate weather information is as vital to flying as breathing is to living.

Each Flight Service Station Specialist is vitally concerned with weather throughout his tour of duty. It is his responsibility to make available to every pilot who flies, a clear, concise picture of the weather that might affect the safety of his flight.

Each day, approximately 200 Flight Service Stations throughout the United States prepare 7000 meteorological observations for aeronautical use. These observations consist of a variety of items including ceiling height, visibility, temperature and moisture content of the air, wind direction, and velocity, barometric pressure, and any observed phenomena that could affect a pilot in flight.

What methods are used to obtain this data?

Once each hour of every day and night, observations are made and reported through the vast communications network of the FAA. These reports assure all pilots of current reliable weather reports, giving them an extra margin of safety.

To begin his hourly weather observation, the Specialist must first determine the local "ceiling"—the observable height of the base of the clouds from the ground. Inflating a special weather balloon, until its weight is accurate to the dram, becomes the first step. Then, with stop-watch in hand, he releases the balloon, timing its ascent until it disappears from view in the cloud cover. By noting the time and computing the distance the balloon travels, he arrives at the figure to be reported. At night, instead of the balloon, a powerful light is used whose angle to the cloud layer above can be measured by using a device called a "Clinometer," or another called a "Ceilometer." This reading is transferred to a prepared chart which transposes it into ceiling height.

Next on the report list is "Sky Condition." If more than 9/10 of the sky is cloud-covered, the Specialist will report, "Overcast"; if more than ½ but less than 9/10 of the sky is cloudy, "Broken Clouds"; still less cloudiness, "Scattered Clouds"; and, with less than 1/10 of the sky being clouded, he will report "Clear."

Third item: Visibility. The ability to see and identify specified check points on the surrounding terrain, whose distance in miles from the observer has been definitely established, is the standard criteria for the visibility check. These check points are hills, TV towers, and like items. When darkness precludes their use, the observer will measure visibility to lighted towers, etc.

Next: Weather Conditions. The observer now notes the actual physical weather conditions at the moment. He may note the presence of smoke, smog, hail, sleet, and similar items. This area of the report ties in closely with the preceding one, for if visibility was less than unrestricted, he must report what "obstruction" caused it. Obviously, the pilot is extremely concerned in this area, as are the Air Traffic Control Towers and Centers, for these conditions plus the visibility factor, determine whether or not a pilot will be able to fly by "Visual Flight Rules" (VFR) or must use his instruments as prescribed by "Instrument Flight Rules" (IFR).

Temperature: Enclosed in a small shelter are two thermometers. The first thing the Specialist does when opening the door to the shelter is turn on an electric fan which blows air directly on the thermometers. The purpose is to move the stagnant air from around the instruments, enabling a more accurate reading. (Contrary to the opinion of some, the fan does not lower the temperature.) The "dry thermometer" (ordinary type) is then read and recorded. The other one is known as a "wet bulb thermometer" and has a wick attachment. With the aid of the fan, evaporation is begun and by using both thermometer readings plus other computations, the dew point is established. This is the amount of moisture needed to "dampen" the air sufficiently to produce fog. The barometric pressure is then read and recorded in the report.

The next item to be reported is the wind direction and velocity. This reading is obtained electronically from an "Anemometer" (wind vane) atop the Flight Service Station building which is connected to instruments in the Station proper.

An altimeter setting is then computed for use by pilots in figuring their altitude in feet above mean sea level. This becomes a critical item for those persons flying IFR or VFR. The hourly report is then complete, except for the remarks section.

Once each week, however, a special report must be submitted. This report consists of the radiological reading taken with a Geiger counter.

All Flight Service Station Specialists are required to have a Pilot Weather Briefer's Certificate denoting the completion of a comprehensive course of training and practical experience in all facets of weather briefing and weather effects as related to Air Traffic Service and safety of the aviation community. In addition, he is required to have detailed working knowledge of local terrain features and communications as well as navigational aids within a 400-mile radius of his duty station, with particular regard to terrain weather effects that could cause sudden, unanticipated weather changes.

He must also be certificated by the U. S. Weather Bureau as an observer.

One of the toughest jobs for the Specialist is weather information gathering at a duty station located in the tornado and hurricane belts and fringe areas. Although data on these storms are broadcast frequently, some stations have had as many as three hundred telephone inquiries per day requesting additional information.

Observing, recording, and disseminating the weather whims of nature will continue to be a fascinating and vital task for Flight Service Station personnel.

F.A.A.P.

. . . *it all started at Kitty Hawk*

Sixty years ago, the Wright Brothers selected the world's first airport site on the sand dunes of Kill Devil Hill, near Kitty Hawk, North Carolina.

It wasn't paved; there were no building lines, clear zones, aprons, taxiways, or access roads. No one even dreamed about control towers, high-intensity lights, ALS-ILS and Air Traffic Control Centers. In fact, the Wright Brothers were looked upon as being somewhat eccentric.

The length of haul for the first flight was less than 200 feet and took 3½ seconds. The runway length had to be figured for both take-off and landing in one operation. This required a good, clear stretch of land somewhat less than a Piper Cub would require today.

From this meager beginning, there has grown a system of airports with runways which, if placed end to end, perhaps would pave a runway around the entire world.

Through the past sixty years, airports have become more and more sophisticated; runways get longer and longer; terminal buildings larger, and electronic landing aids guide 150-ton aircraft through their approach and departure. Our nation's investment in airports is far into the billions of dollars and continues to grow in an effort to keep pace with one of the nation's youngest and most enterprising industries.

The Federal Aviation Agency fosters the development of new airports in an effort to keep pace with the demands of an eager and progressive public that wants to get more places, faster and faster.

This program matches funds on a 50-50 basis with public agencies, cities, towns, counties and states for those aspects of airport development which are directly related to safe flight. These basically include land, runways, taxiways, aprons, lights, grading, and marking.

There are some things that everyone in FAA should know about the Federal-aid Airport Program (FAAP). This program involves approximately 75 million dollars per year which is only sufficient to meet the most critical needs for airport development. The Agency does not participate in terminal buildings, hangars, automobile parking lots, or any other facility which is not directly related and essential to aircraft operations. All airport development must meet qualifications established by laws, regulations, and standards.

In many cases, runway construction, lighting, and even the basic establishment of a new airport may not pass the test. The "Golden Rule" for measuring the qualifications of an airport development project is the extent of the civil aeronautical necessity. Stated simply, how much will the project contribute to the safety of aircraft operation or the development of the national system of airports.

In order for a first-line employee to properly represent this Agency, he should have a fairly intimate knowledge of how the FAAP program works. There is an Agency issue on "Policies and Programming Standards" covering the Federal-aid Airport Program. This issue clearly and simply describes the FAAP program, and we encourage all FAA employees to read it and see what the Wright Brothers started in 1903, on the beach at Kitty Hawk.

EFFICIENCY AND ECONOMY

The President has directed the most serious efforts to improve the productivity and efficiency of Government operations in all Departments and Agencies. The Administrator, in turn, has emphasized and amplified these instructions. These important directives have already been made available to you with Central Region NOTICE CE 1300.1 dated February 7, 1963, but their significance is such as to warrant again inviting your attention to them. Additionally, there is every evidence that the Congress shares these views and will reflect them in its appropriation actions.

In principle, I am sure none of us would disagree with these philosophies. Practical application of these philosophies, however, requires identification with specific activities and/or the processes by which they work. We are faced with an ever-growing demand for the essential services provided by the FAA, and I am sure that no responsible person wishes to deny truly needed services on the ground of "insufficient funds." It becomes our collective job, therefore, to find ways to provide these needed services, of adequate quality and on a timely basis, without corresponding increases in fund and manpower requirements.

We are now directing our utmost attention toward that end and many supervisors have already discussed these topics at some length with their personnel. We shall all be hearing, seeing, and I hope participating in these efforts more and more as we focus on the essentials of our respective jobs. I urge your wholehearted cooperation in the interest of our Nation, its aviation, our Agency, and yourself.

J. M. Beardsley

Schulte Talks To Beech and Cessna in Wichita

FAA, Beech officials at March meeting. Front row, from left: L. R. Eichem, Asst. Chief Flight Standards Division, FAA Central Region; M. J. Gordon, Beech Manager-Commercial Engineering; J. T. Geuting, Jr., Manager, Utility Airplane Council, Aerospace Industries Association; W. J. Schulte, FAA Assistant Administrator, Office of General Aviation Affairs, FAA Washington, D. C.; W. H. Weeks, Chief, Engineering and Manufacturing Division, FAA Washington, D. C.; C. R. Melugin, Jr., Supervising Executive Pilot, FAA Washington, D. C.; J. N. Lew, Beech Vice President, Engineering; W. J. O'Toole, Chief Engineering & Manufacturing Branch, FAA Central Region. Back row, left: C. A. Rembleske, Beech FAA Designated Manufacturers' Certification Representative; C. Spurgeon, Chief, Organizational Relations Division; FAA Washington, D. C.

Wm. J. Schulte, Assistant Administrator, Office of General Aviation Affairs, accompanied by representatives from the Washington Office and the Central Regional Office, paid a visit on Thursday, March 28, to Wichita to discuss general aviation matters with executives of the Beech Aircraft Corporation and Cessna Aircraft Company. Henry Weeks, Chief, Engineering and Manufacturing Division, and Joseph T. Geuting, Manager of the Utility Airplane Council of the Aerospace Industries Association, Washington, D. C., participated in the meetings.

The visit to Cessna and Beech were two of a series of meetings which have been scheduled with the major general aviation aircraft and engine manufacturers in the country during which Mr. Schulte will review FAA procedures pertaining to the manufacture and use of general aircraft products, regulations pertaining to the design and production of aircraft, research and development programs and problems, plus new and proposed FAA projects. The meetings are expected to resolve many problems existing between the FAA and the general aviation manufacturing industry.

Wichita, which produces approximately 50% of all the general type aircraft manufactured in the free world was selected as a logical area in which to initiate these discussions.

SAC Lauds Kansas City Center . . . Administrator Adds Endorsement

Personnel of the Kansas City ARTCC have reason to be proud of their participation, with the Strategic Air Command, in tests to determine the feasibility of the Airborne Command Post concept and its subsequent implementation and operation.

A letter of appreciation signed by the Commander of the 385th SAC Wing, and endorsed by the Director of Operations, Headquarters, 2nd Air Force, and the Deputy Director of Operations, Headquarters, SAC, has been received by the Regional office.

The letter and endorsement point out the fine spirit of cooperation evidenced by all controllers and military coordinators during the program which began in July 1960, went operational in February 1961 and continues today.

Addressed to the Administrator, the letter was forwarded to the Central Region's Assistant Administrator with the following endorsement:

"Please convey to Mr. George Smith and the personnel of the Kansas City Center my appreciation for the excellent spirit of cooperation evidenced in the attached correspondence from Major General A. J. Russell, Headquarters, SAC, and those under his command." Signed—N. E. Halaby.

St. Louis Installation to Utilize New TV Weather Briefing Concept

The St. Louis area will be the first in the Central Region to utilize closed-circuit TV weather briefing service following completion of a pilot installation at Lambert-St. Louis Municipal Airport.

The installation is to consist of three outlets supplied by coaxial cable and one by microwave link. The pickup camera will be located in the Flight Service Station.

On request of a pilot via the interphone of the four locations to the FSS, the appropriate weather data will be displayed on an 18″ x 25″ display board and picked up by the camera for transmission to the pilot's location. It will be possible for the pilot to discuss the weather with the Flight Service Specialist while being briefed on his flight.

The four general aviation companies to be provided this service are Interstate Airmotive, Inc., Remmert-Werner, Inc., St. Louis Flying Service (all by cable) and Young Aviation Corp. to be served by microwave link.

FLIGHT CLINIC HEARS HALABY VIA CLOSED CIRCUIT

A Flight Clinic held simultaneously in Omaha and Broken Bow, Nebraska, during April was highlighted by an opening address by Administrator N. E. Halaby.

The unusual meeting utilized a closed-circuit telephone hookup with each end patched into a loudspeaker system.

The dual meetings were presided over by members of the Nebraska Department of Aeronautics: James Pope, Chief, Flight Standards, at Omaha; and James Sanstedt, Director, at Broken Bow.

After introductory remarks by Pope in Omaha, Halaby spoke to the group via a telephone conference connection which was heard in both cities. Halaby, in his address, recognized the value of the Flight Clinic.

Ansel H. McAllaster, Principal Operations Inspector, Lincoln GADO, spoke to the group on accident prevention in private aviation. Roy K. Stephen, Asst. Chief, Lincoln RAPCON, delivered a talk on the Air Traffic services available to the general aviation pilot to enhance operational safety.

Both men spoke from Omaha, but use of the closed-circuit hookup permitted questions and comments to be received from Broken Bow also.

J. M. Beardslee, Assistant Administrator, and G. W. Ireland, Chief, Flight Standards Division, represented the Regional Office at Omaha.

CE Center Chiefs met in KC April 2-4 to discuss operations, procedures, planning, and other problems. Seated (l-r): L. K. Brown, CE-520; G. W. Kriske, CE-500; and L. C. Morris, CE-522. Standing (l-r): R. G. Belanger, Chief, Chicago ARTCC; R. C. Walch, Asst. Chief, MSP ARTCC; C. Irwin, Chief, Great Falls Sage Center; K. Muir, Actg. Chief, Detroit ARTCC; G. D. Smith, Chief, MKC ARTCC; A. E. Drakenberg, CE-521; C. W. Bruce, CE-522/1; R. W. Wolfer, CE-522/2; G. A. Kittelson, Actg. Chief, GTF ARTCC; J. W. Wubholding, Chief, Indianapolis ARTCC; T. Pope, Chief, St. Louis ARTCC.

K.C. Federal Executive Board Names Beardslee to Committee

J. M. Beardslee, Assistant Administrator, Central Region, was recently elected to a three-year term on the Policy Committee of the newly established Kansas City Federal Executive Board.

The Kansas City Board is the third such established in FAA's Central Region. Mr. H. L. Newman, Deputy Assistant Administrator is alternate representative.

The Federal Executive Boards were established by Presidential directive in November 1961 to coordinate efforts of all federal agencies in an area to effect economies of operation and improved service to the public.

To this end, ten Boards were initially established in the ten cities where Regional Offices of the Civil Service Commission were located, since the President had delegated the responsibility for carrying out this program to the Chairman of the CSC. Two of the original ten Boards were established at Chicago and St. Louis.

The Federal Aviation Agency has been an active participant in these two Federal Executive Boards. The most noticeable benefit derived thus far has been the vast improvement in interagency communications and the focusing of effort on projects and programs of mutual interest to all agencies in these two locations.

Already playing an important part in the support of the field operation of Federal Agencies, the new boards will have an ever-increasing importance in the development of national policies of interest to all Federal employees.

ATD Chiefs to Meet June 16-21; D.D. Thomas to Be Guest Speaker

D. D. Thomas, Director, Air Traffic Service, will be guest speaker at the Annual Facility Chiefs Conference banquet June 19.

All Air Traffic Facility Chiefs throughout the 12-state Region will gather for the meeting at the Continental Hotel in Kansas City June 16-21.

In attendance will be Chiefs from Central Region Air Route Traffic Control Centers, Airport Traffic Control Towers, Flight Service Stations; Air Traffic Supervisors and Resident Air Traffic Specialists.

The meeting will concern itself primarily with discussion sessions of operations, planning, procedures, and other matters of traffic significance.

James M. Flatz

FLYING CLOUD GETS TOWER, TVOR

Dedication of the Flying Cloud Tower and TVOR near Hopkins, Minn., will be held on June 9 in conjunction with a Fly-In Breakfast and Fair sponsored by the Ranger Flying Association of Minneapolis.

The Rangers are a group of young men in the metropolitan area dedicated to flying, headed by eighteen-year-old James M. Flatz of Minneapolis.

Flatz and the Ranger advisor, Mr. W. V. Souder visited the Regional Office in March to initiate coordination for the dedication. The Rangers have sponsored an annual Breakfast Fly-In and Fair for the past several years and this year asked to associate the dedication of the Tower and TVOR with their occasion.

The Association, although a young man's group, is by no means incapable of handling such an undertaking. Quite the contrary. As an example, a look at the career of the president of the organization is an eye-opener.

Jim Flatz, at 18, holds a commercial pilot's certificate, having passed the written exam with a score of 99. He is active in civic, church and school activities. A senior at Blake High in Minneapolis, he will enter the University of Minnesota next fall to major in Aeronautical Engineering.

He flies three nights a week, is waiting for the results of the written exam for his instrument rating and will shortly present himself for his instrument check ride. Following this, he will prepare for his instructor's ticket and will be able to assist as instructor to the Rangers.

Jim and four other Rangers, together with two adult advisors, spent two months in Europe last summer and while there, enrolled in the famed Bern, Switzerland, Glider School.

CENTRAL REGION LOSES GEORGE G. GARRETT OF ATS

George G. Garrett, a member of the Evaluation and Investigation Staff in the Air Traffic Division of the Central Region, died on April 15 as a result of a heart attack suffered at Detroit while on a field trip from the Regional Office. He had departed Kansas City that same morning and was having lunch in the Terminal Building when the attack occurred. He died while en route to a local hospital in an ambulance.

Garrett was a veteran career employee in the FAA. He entered on duty on September 22, 1937, with the Bureau of Air Commerce as a Junior Radio Operator at Maine, Ariz., after serving a 4-year tour of duty in the Navy as a Radioman. Later assignments with the CAA were at the Airways Communications Stations at Chanute, Kans., and Omaha, Neb.

In 1942 he became a Communications Inspector in the Airways Operations Division of the Kansas City Regional Office, where he subsequently served as Radio Unit Chief in the Communications Branch, and later as District Supervisor and as a communications specialist in the Technical Services and Planning Branch. In 1954, he was assigned as Station Chief at the Grand Island, Neb., FSS and continued in this capacity until 1958, when he was again assigned to the Kansas City Regional Office. He served as an FSS specialist in the Operations Evaluation Branch until the time of his death.

Garrett was a recognized expert in his technical field and originated a number of suggestions and recommendations on procedural and operational methods for improving the services rendered by Flight Service Stations. In addition he served as a technical member of various committees and evaluation groups.

Garrett was born in El Reno, Okla., and attended school in Fairview, Okla., where he graduated from high school. He later attended business college at Enid, Okla. He was a member of the Masonic Lodge, and a deacon in Trinity Baptist Church in Kansas City. He resided at 6623 Forest Avenue. His hobbies included amateur radio, hunting and fishing.

He is survived by his wife, Genevieve; two sons, Ensign George P. Garrett, who is in the Naval flight training program at Pensacola, Fla., and Dennis F. Garrett, who is attending the Medical School at the University of Chicago. He is also survived by his mother, Mrs. Lina Garrett, of Guthrie, Okla.; and two sisters, Miss Mildred Garrett, of Oklahoma City, and Mrs. Alice Riggs, of Tulsa.

Secretary Retires After Twenty-Two Years' Service

George W. Ireland, Chief of the Flight Standards Division, Central Region, Kansas City, Missouri, is shown presenting a Certificate of Retirement to Miss Nettie G. Philabaum, secretary in the Engineering and Manufacturing District Office at Muskegon, Michigan.

Miss Philabaum retired from Civil Service on April 30, after 22 years of government service, 17 of which were with the Civil Aeronautics Administration and Federal Aviation Agency.

Ireland cited Miss Philabaum as an outstanding employee. She has received several awards as a result of her dedication to her work and the FAA. Among these citations were Superior Performance Awards in 1957, 1960, and 1961, and a Cash Award for an Efficiency Improvement Suggestion in 1957.

Witnessing the presentation were Inspectors, Charles W. Nixon and Richard E. Lighthizer.

This is pilot's view of the control room at Mason City FSS.

". . . This is Mason City Radio . . ."

The inscription reads "For outstanding service to the Federal Aviation Agency, aviation public and his community, this award is given in highest honor to Cleo R. Minkner, International Association of Air (Traffic) Specialists, Inc."

This award was made in 1961 to the Chief of the Mason City Flight Service Station, but the inscription reflects the attitude and industriousness of each employee assigned to the Station.

This is the story of Mason City Radio.

Mason City Radio was commissioned in September 1941 as a U. S. Airways Communications Station. William C. Lyons who entered on duty with the agency in December 1938, at Rolla, Missouri, was named the first Chief. Services at first were limited, since service "A" teletype and commercial telephone were the only means of communication. Primary service rendered was the hourly weather which was taken and reported by the specialist on duty.

During the spring of 1945, the Flight Service Station moved to the second floor of the Administration Building at the Municipal Airport. At the same time, Service "B" teletype and 2-way radio communications were added. The Station was growing.

In October 1947 Cleo R. Minkner arrived to assume the duties of Chief, following the resignation of Lyons to enter private business. Activity continued to grow at the field and in February 1951, the operation was moved to the tower cab and all personnel were soon qualified as control tower operators. No action ever followed, however, to make the site a Combined Station/Tower type of operation.

The same summer saw the first of the annual "North Iowa Aviation Days." A success, in large measure, due to the assistance of Chief Minkner and his men, the event was highlighted by the performance of the Navy acrobatic team, Blue Angels. Last year's program saw more than 100,000 persons in attendance, and a temporary tower and a special headquarters tent were erected so regional headquarters personnel could control traffic and station personnel could accept flight plans and perform weather briefings for those hundreds of small aircraft which gathered to participate. This year's Aviation Days are scheduled for July 20 and 21.

Ground breaking for the new building came in August 1961, when Dr. Harold Jennings, Chairman of the Airport Commission, Mayor George Minder, and Airport Manager Mike Griffin joined Chief Minkner to take turns with the spade. Dedication of the building occurred in September of the following year.

The men of Mason City Radio show their enthusiasm when they work, by doing things as a group. All are members of the Hawkeye Pilots Association, although not every one of them is a pilot. Each one is also a member of The National Association of Air Traffic Specialists. All have taken the radiological monitoring course given at Mason City Junior College, and the Fall-out Shelter Manager course given by the County Director of Civilian Defense. Nearly half of the men have completed the local Red Cross first aid course.

In their spare time, the men like to promote aviation in general and aviation safety, in particular. At the drop of a hat, any one of them is happy to show one of the three locally produced film stories to any group of aviation enthusiasts.

One film story, with 46 color slides and a tape-recorded narration, explains the services available to the pilot from Mason City Radio. A second, with 53 slides, presents the weather aspects of private flying to the pilot. The third, with 91 slides, is directed to the non-flyer and is entitled "A Visit to the Mason City Flight Service Station." Essentially non-technical, this one explains in layman's terms the story of the Mason City Flight Service Station and is shown mostly to the non-flying general public. Shown a combined total of 23 times in the past year to more than 1300 pilots, these films have been well received by every group. A fourth film on aviation safety is now in the planning stages.

Most of the men share some outside activities with local civil groups ranging from scouting and church work to Junior Chamber of Commerce and Toastmasters Club. One thing they all share is an enthusiasm for their work, which is evident to the community.

Local operator and aircraft distributor Jerry N. Dwyer has high praise for the station personnel and states that the facility is one of the community's greatest assets. Praise is forthcoming as far away as Ft. Dodge, which Mason City Radio serves by remote control of the Ft. Dodge VOR and associated air-ground receiver channels. A direct telephone line from Ft. Dodge to the Flight Service Station makes all services available to pilots in that area.

One cannot tell the story of a Flight Service Station without meeting and mentioning the Systems Maintenance Technicians assigned to the associated SMS, for without men to maintain the equipment, no Flight Service Station could operate for long. Chief of SMS-55 located at Mason City is Bengt. J. Lumblad. He and the three technicians assigned to the Sector, plus one man at Ft. Dodge, are called upon to repair outages in all kinds of weather, varying from sub-zero blizzards to humid summer days with temperatures above 100 degrees. Without their faultless touch on the heart and nerve centers of the equipment, no service would be available for long. So, together with the personnel of Mason City Radio, we salute the men of SMS-55.

Award presented to Station Chief, C. W. Minkner "In Highest Honor. . . ."

Cleo W. Minkner, Mason City Flight Service Station.

Pilot receives up to date briefing from Specialist Roger Behne at counter.

William Lyons reads weather reports which are broadcast twice each hour.

Lyons and William Short make orientation for "lost" pilot in their area.

An outside view of the Mason City Flight Service Station.

Bengt. J. Lumblad, Chief, Systems Maintenance Sector-55.

Chief Lumblad and Electronic Technician Tony Weiner, check equipment.

KANSAS CITY CENTER INSTALLS FIRST UNITS OF NEW BRIGHT DISPLAY RADAR

Stewart Morris, Air Traffic Coordinator, is shown seated at one of the RBDE-5 consoles. At the rear of the horizontal display, commonly called a "flatface," note the sector monitor which is used to compliment the information presented on the flatface. Morris has "joystick" used in target identification in right hand.

The first three of the new type RBDE-5 horizontal radar displays were commissioned recently at the Kansas City ARTCC at Olathe. These ultra-modern displays will ultimately replace the obsolete viewing glass (VG) type displays which were installed for interim use at Olathe from the cutover date in May to the time when the new RBDE-5 equipment became available.

All of the new equipment has now been received for the Center, and the Huchinson and Omaha radar systems. It is being installed and jointly inspected by the Systems Maintenance, and Installation and Materiel Divisions and will be commissioned as quickly as posisble.

It was anticipated that by April 26, nineteen of the displays would be in operation, and that by June 27, a total of 22 displays would be commissioned. Of this total, three are to be on the St. Louis system which is to be incorporated into the Kansas City Center on the June 27th date. Present planning calls for a total of 28 displays.

The installation of the new equipment is part of the Agency's program to provide the air traffic controller with a more efficient operating environment. Besides providing a "more pleasing" display, additional features have been incoroporated to assist the controller. Identification of a specific target is accomplished through use of a "joystick" (see photo) which is manipulated so that a small circle of light encompasses the target. Then a button is pushed and automatically the "code" of the aircraft can be read on the control panel.

This photo shows part of the electronic equipment required to provide the controller with the information needed to control traffic. The equipment processes the beacon and radar information and converts it into a television type video presentation which can be displayed on receivers much like a home TV set.

Besides having the most modern type of radar, Kansas City Center boasts of having the latest in beacon equipment. This "secondary" radar system is used not only in identifying aircraft but to reinforce the primary radar target and as a backup in case of momentary outage of the primary radar.

All personnel involved in this operation are to be commended for the excellent teamwork demonstrated in getting the equipment commissioned.

FINAL SUPERVISOR CLASS AT ARTCC

Kansas City area are shown prior to "graduation" from week-long course which was presented by two instructors from the FAA Academy. Each Center in the Region will host similar courses of instruction during the next few months. Seated from left to right: D. W. Overstreet, MKC ARTCC; D. F. Terry, MKC ARTCC; S. R. Morris, MKC ARTCC; A. O. Lucus, ICT RAPCON; F. L. Fleming, MKC ARTCC. Standing: R. Jordan, OKC, Instructor; B. E. Blake, Lincoln Tower; L. L. Lane, MKC Tower; M. F. Krentziger, Olathe RAPCON; D. K. Hess, MKC ARTCC; L. H. Keller, Omaha RAPCON; W. W. Bandler, MKC ARTCC; R. E. Jenkeski, MKC ARTCC; B. N. Hill, OKC Instructor.

Employees Given Chest X-rays as Part of Cooperative Health Action

During the month of March, more than 300 employees of the different Offices and Services at Regional Headquarters received chest X-rays through a cooperative health program with the local Tuberculosis Association.

Results will be given to those who were X-rayed, by the Aviation Medical Division. However, if there are any positive findings the Tuberculosis Association will send the information directly to the person.

Nurse Needles Boss as Part of the Polio Immunization Program at KC

Over 450 Kansas City area employees received their annual polio immunization shots during April when a group from the Regional Aviation Medical Division set up shop, on different days, at the Kansas City ARTCC, MKC Tower, and in Regional Office headquarters. J. M. Beardslee, Assistant Administrator, was one of those in the "long line."

INCENTIVE AWARDS ARE EARNED BY THIRTY-SEVEN IN CENTRAL REGION

Awards for employee contributions submitted under the Incentive Awards Program were approved by the Assistant Administrator late in March and presentations made throughout the region.

Employees received a letter, a certificate and, in appropriate cases, cash.

Following is a list by name, division, location, and type of award (ES, Employee Suggestion—SSPA, Sustained Superior Performance Award).

Personnel & Training Division

Lois L. Chapin, CE-12.4, ES.

Administrative Services Division

Joseph R. Aubin, CE-42.1, ES (2); Geneva D. Clayton, CE-41, SSPA; Willie Mae Hughes, CE-42.1, ES; Katherine G. Hughs, CE-42, SSPA; James K. Kidd and Jay L. Small, CE-41.1, SSPA; Roger H. Kidd, CE-42.1, ES; Kenneth L. Law, CE-42.1, ES.

Flight Standards Division

Homer C. Geibel, FIDO, Minneapolis, Minn., ES; Glein R. Green and William H. Swisher, CE-227, ES; Kenneth H. Goodsell, CE-256, ES; Leo L. Savage and James F. Sperry, Jr., ES.

Systems Maintenance Division

Kenneth E. Erickson, SMS, Billings, Mont., ES; John A. Hagen, SMDO-5, Minneapolis, Minn., SSPA; Willis D. Harder, SMS(Radar), Hutchinson, Kans., ES; John H. King, SMS, Malmstrom AFB, Mont., ES; Karl E. Meier, SMS, Huron, So. Dak., ES; Delbert H. Myers, SMS, North Platte, Nebr., ES; Helen Scott, SMDO, South Bend, Ind., SSPA; Wilma J. Swann, Bergstrom AFB, Texas, SSPA; Elmer E. Voegeli, SMS, St. Louis, Mo., SSPA; Francis M. Watson, SMS, Redwood Falls, Minn., ES.

Air Traffic Division

Walter J. Allard, FSS, Eau Claire, Wisc., ES; Arthur B. Baldwin, Jr., ARTCC, Kansas City, Mo., ES; Clifford D. Gohdes, ATCT, Minneapolis, Minn., SSPA; Oran K. Haggbloom, ATCT, Minneapolis, Minn., SSPA; Hubert W. Holmes, ARTCC, Detroit, Mich., ES; Dale J. Jackson, CE-512.1, SSPA; Richard A. Krupinski, ARTCC, Indianapolis, Ind., ES; George H. Niles, ATCT, Chicago (O'Hare), Il., SSPA; Calvin D. Voelker, CS/T, Flint, Michigan, SSPA; Donald Glen Wood, FSS, Goodland, Kan., SSPA.

Installation & Materiel Division

Robert G. Thrutchely, CE-715, ES.

D. H. Myers (left), CSMS, North Platte, receives Suggestion Award from J. A. Held, Chief, SMDO-3.

Kenneth H. Goodsell, left, General Aviation Operations Specialist in RO, received an Employee Suggestion award from L. N. Young, Chief, GA Branch.

Walter J. Allard (left) Chief, Eau Claire, Wisconsin, Flight Service Station contributed to the Incentive Awards Program. Here, A. E. Drakenberg, Act'g. Chief, Operations Branch, makes the presentation.

Helen Scott (r) submitted a suggestion; found herself a Performance Award winner. Helen works in SMDO-13; accepts award from Coordinator J. D. Mitchell.

Kenneth L. Law (center) Blueprint Operator, Publishing and Graphics, received award from K. L. Brannon, Executive Officer, as D. F. Randolph watches.

At the Aircraft and Avionics Maintenance Hangar in Kansas City, Kansas, several men shared in the honors. Shown left to right here are: Flight Standards Division Chief G. W. Ireland presenting certificates to James F. Sperry and Leo Savage for submitting separate suggestions. Concurrently, G. R. Green and W. H. Swisher jointly accept award from Glen P. Cox, Maintenance Supervisor. Foreman Wm. Knoth, Jr. watches.

George H. Niles (left) Chief, O'Hare Tower, displays Sustained Superior Performance Award. Presentation was made by G. W. Kriske, Air Traffic Division Chief.

A Sustained Superior Performance Award went to Mrs. Katherine Hughs, Publishing and Graphics Branch. M. E. Davis, Branch Chief, presents award.

DALTON E. ERVIN WILL RETIRE AFTER MORE THAN 35 YEARS IN AVIATION

Dalton E. Ervin, Supervising Inspector, GADO-19, has left his office in Springfield, Ill., for an extended leave prior to retiring. Ervin went on leave April 14, and after using more than 2500 accumulated hours of sick and annual leave will go on disability retirement.

He was born and raised in Maryland just outside of Washington, D. C., and after a short fling at professional baseball, started learning to fly in 1926 in the infield of an old racetrack in Arlington, Va., where the Pentagon now stands.

He purchased his first plane in 1929 and from then until 1934, was manager and operator of a flying school at the Congressional Airport, Rockville, Md. He spent two years crop dusting in Arkansas and Mississippi; then two years as Captain with Mid-Continent Airlines. In 1938 he returned to the Old Hoover Field in Arlington, where he was Chief Pilot for a sight-seeing and air taxi operator.

Dalt joined CAA April 1, 1941, at the District Office at Fresno, Calif. Later that year, he opened the Sacramento office—then opened the Reno, Nev., office—then the Bishop, Calif., office. He spent four years in the Los Angeles District and Regional Offices. In 1947, he opened and was made District Coordinator of the Ontario, Calif., office.

In 1948, he transferred to the Air Carrier Division in the Washington headquarters. In 1949, he was selected for a special foreign assignment and was stationed in Athens, Greece, returning in 1950. He was then made Supervising Inspector of the District Office in Springfield, Ill.

In 1952, he was again selected for foreign duty—this time four years in Panama, which included one year in La Paz, Bolivia, which has the highest commercial airport in the world (13,404 feet).

Returning to the States in 1956, Ervin was made Supervising Inspector in the District Office at Fargo, N.D., and for the past two years has been the Supervising Inspector at Springfield, Ill.

Dalt held ATR, A&P, Parachute Rigger, and Ground Instructor certificates. His

Dalton E. Ervin will retire after 35 years in aviation with more than 22 of them in the CAA/FAA. A pilot with better than 9000 hours in the air, Ervin's log book shows 31,821 take-offs and landings and indicates that he has carried 135,461 happy passengers.

rather unique logbook shows, among other things, that he has a total of 7464:00 ASEL and 2038:00 MEL hours, has made 31,821 take-offs and landings, and has carried a total of 135,461 passengers.

He is married—has a son 16, and a daughter 18 who will go to Millikin University this fall.

FAAers TAUGHT USE OF EMERGENCY MEDICAL UNIT

Center personnel received first aid training during April at Richards-Gebaur AFB near Kansas City. Standing around the table (L-R): M. L. Skolaut, Indianapolis; R. E. Burt, Chicago; L. R. Conner, Minneapolis; Lorraine Campbell, Regional Headquarters Nurse; Jean Weber, Laboratory Technician, Regional Office; S. A. Sievertson, Minneapolis; N. L. Myers, Kansas City; W. G. Brand, Kansas City. Portraying the patient is R. D. Pemberton, Indianapolis. Sgt. A. W. Chock of the 328th USAF Hospital was the instructor during this class.

Eight men representing four Air Route Traffic Control Centers and two representatives from Regional headquarters attended class at the 328th USAF Hospital, Richards-Gebaur AFB, Missouri, during April. Coordinated by the Training Branch, P&T Division, and the Aviation Medical Division, the 20-hour course featured the proper use of the Emergency Medical Treatment Unit distributed to the Centers several months ago.

Instructor for the class was Sgt. A. W. Chock, a member of the hospital staff, who included all phases of first aid in his lectures, with special emphasis on treatment of the type of casualties that could be expected during an emergency.

Following completion of the course, each individual was to return to his facility to begin training other personnel. Centers represented were Chicago, Indianapolis, Kansas City, and Minneapolis.

Announcement of 2 New Aviation Positions Issued by Central Region

A new Central Region announcement for Aviation Safety Officer and Airplane Pilot is being issued.

It will improve the grade structure of several options of the previous national announcement which is now closed.

Recruiting will be for Air Carrier Operations Inspector/Specialists and General Aviation Operations Inspector/Specialists at grades GS-9, GS-11, and GS-12. This will make offers of employment for these two options more attractive compared to the previous offers of GS-7 and GS-9.

Applicants who establish eligibilty for Air Carrier Operations Inspector/Specialists and General Aviation Operations Inspector/Specialists under Examination Announcement Number 271B will be rerated under the new announcement up to and including the highest grade level for which they are eligible.

They must, however, file supplemental information under the new announcement to bring their qualifications up-to-date.

Applicants rated eligible in this examination will continue to have the privilege of establishing their eligibility in other Regions of the FAA.

Details concerning the above positions are available in personnel offices.

LARGEST CIVILIAN AIR FLEET MAINTAINED AT AC

Robert L. Sicard

Space utilization to the nth degree is seen at the Aeronautical Center's flight line area. Two tremendous hangars, each containing 80,000 feet of open floor space, plus a smaller brick hangar, mark the working area for the Federal Aviation Agency's aircraft modification and maintenance hub.

The Aircraft Services Base, recently consolidated into one separate organization, is housed in functional, but architecturally pleasing, brick hangars. On each side of the two larger hangars tower three stories of usable office space. Just off the open hangar space in Hangars 8 and 9 are metalworking and maintenance shops.

These hangars have housed at one time or another virtually every aircraft of the largest and most versatile civilian air fleet in the world today.

Tremendous, motorized hangar doors permit the entrance of the biggest of today's jet air carrier aircraft. A slot in the top of the hangar doors takes care of the high tail section of the Boeing 707 and the Convair 990.

The FAA fleet, with more than 130 planes in operation, varies from the smaller single engine craft to the giant jets that have brought civil aviation to the threshold of the supersonic.

Thirty different types of planes are used by the FAA in all 50 states and a number of foreign countries.

Flying close to 135,000 hours a year, the FAA aircraft serve the public in a number of different ways.

Some are flown in routine or special inspection of ground-based electronic aids to air navigation. Others are flown to train the inspectors who check the proficiency of pilots and those who pass upon the airworthiness of aircraft. Still others are flown to aid research, medical and electronic, leading to greater flight safety.

With this in mind, a great deal of support is needed for such an extensive program and an effective service organization is provided.

Robert L. Sicard heads up the organization at the Aeronautical Center. Over 1000 specially trained personnel work a three-shift, seven-day week to keep the Agency's fleet in prime condition and provide maximum service.

A look in the hangar or out on the flight line would show that the FAA has virtually every aircraft that serves as an air carrier today.

The DC-3, which the military calls the C-47, and which won a lasting place of fame during World War II, is still seen and serviced daily. A turn of the head or a short trip into another hangar shows such large planes as the Convair 340's, 440's, 880 and T-29; the Boeing 720 and KC-135, the Lockheed 188 (Electra) and the Douglas DC-7's.

One of the essential tasks of the Aircraft Services Base is the modification of aircraft to specifications designed for special jobs, whether inspecting NAVAIDS or transporting supplies to keep the NAVAIDS operating.

In the past few months, planes from Canada, Mexico, and Somali were modified at the Base. Brazil, Spain, Thailand, Pakistan, and many other nations have also sent aircraft there to be modified. Actually, over the years, aircraft from virtually every free country have been serviced by FAA at Oklahoma City.

Three basic types of aircraft owned by the FAA are used to check the ground-based navigation equipment.

The lower level, up to 10,000 feet, is usually flown by the DC-3. The mid-level—10 to 20,000 feet—is covered by the Convair 440, and above 20,000 feet by the big jets.

The DC-3 still does a work-horse job, although the aircraft is considered antiquated for high altitude flying because, when the necessary electronic equipment is loaded on board, it cannot take off with a full fuel load. Too, it is considered a little too slow for long flights. However, its ability to make required turns at low altitudes, the economy of fuel consumption and other factors still make it the best for low level flight inspection.

Officials of the Aircraft Services Base say there is no plane in existence, or on the planning boards, that can take the place of the venerable DC-3.

Pulling to Take Special Academic Course Starting This September

Ronald W. Pulling

Ronald W. Pulling, Manager of the Installation and Material Depot at the Aeronautical Center, will begin a course at Princeton University in September, dealing with the inter-relations of foreign and domestic policy and other areas.

Pulling was selected as one of eight mid-career people from Government agencies, and is scheduled to complete the training next spring. During the regular year he will live on the Princeton campus in faculty housing.

Princeton University pays the tuition and all fees for the 70 persons attending the post-graduate school, the only such professional school at the University.

While nominated by the Federal Aviation Agency, Princeton made the selection of Pulling and the others from Government. Each nominee is given an oral examination before final acceptance as a Princeton Fellow of Public and International Affairs.

In addition to foreign policy, other areas to be covered are population trends, management problems, etc. Experts in each field of study will be asked to speak to these students.

Pulling began his Government career in 1940, starting as a Junior Civil Engineer with the old CAA in Washington. He worked in California and Hawaii as an Airways Engineer before assignment to the FAA Aeronautical Center in 1951 as Chief, Project Materials Division. He became Manager of the Facilities and Materiel Depot in December of 1959 and was promoted to his present position in May, 1960.

Pulling received a degree in Civil Engineering from the University of California in 1940.

CENTER, A MAGNET FOR VISITORS FROM OTHER LANDS

The Aeronautical Center is a focal point for visitors from every free country in the world, in addition to literally hundreds of Oklahoma students.

There has been a stepped-up pace the last few months, with a number of visits by members of the International Civil Aeronautic Organization (ICAO). Many more are scheduled to visit the Aeronautical Center through the summer.

Most recently international guests were Pierre Hamer, Ministry of Transport and Power, Luxembourg; Mr. Werner Kriepe, Director General Civil Aviation, West Germany.

Col. Luis Ordonez, Director General Civil Aviation, Venezuela, and Captain A. K. Lunnela, Chief Air Traffic Inspector and Ministry of Communications and Public Works, Finland.

All areas of the Aeronautical Center are viewed by the visitors, with the tours pointed toward the specific interests of those coming to the Center.

Federal Aviation Agency Administrator N. E. Halaby has invited the civil aviation leaders in ICAO to visit the FAA facilities in this country to become acquainted in actuality with the operation of the Agency. In many instances, the visitors will tour the Aeronautical Center, getting a particularly long look at the FAA Academy and its training program.

Scheduled for the third summer will be the week-long seminar in the Academy for approximately sixty Honor Cadets of the Civil Air Patrol. These Cadets will be briefed in air traffic control procedures, usage of air navigational equipment, and will tour the medical research areas in the Civil Aeromedical Research Institute.

The Oklahoma City Chamber of Commerce helps make the stay of international visitors in Oklahoma City memorable, inviting the foreign guests into the homes of leading Oklahoma Cityans who serve on host committees.

Often the foreign visitors are pleased to learn that one or more of their fellow countrymen are in training in the FAA Academy.

It brings a bit of home to both the visitor and student on these occasions.

Darwin Maurer, International Liaison Officer, helps arrange for the visits and works closely with Center officials as well as the Chamber of Commerce.

Oklahoma youngsters are given tours of the Center, usually on the last Friday of the month, and often are good will ambassadors of the Center when they return to their homes.

Oklahoma high school students find an insight of the workings of the Center and often are aided in the selection of a future profession.

Every area of the Center provides guides for the tours, pointing out the specific advancements in civil aviation in that particular area.

On occasion, a "drop-in" tourist will ask for a tour of the Center and cooperation is always extended these people at a moment's notice.

Several visiting airline pilots recently asked for a tour and were impressed with the modern equipment and techniques employed by Center Personnel.

CARI Obtains a Surplus T-34 for Use in Research

A "mothballed" surplus military trainer will play an important part in civil aviation medical research.

The aircraft, a T-34 tandem trainer—a two-seater—will be used by the Civil Aeromedical Research Institute in field studies of fatigue, drug effect upon pilot performance, and other areas of medical research designed to make today and tomorrow's flying safer.

The Director of CARI, Doctor Stanley Mohler, says that laboratory studies establish the pattern needed for "medical profile" cases showing what happens to the pilot, crew and passengers, but the experiments are still of the "controlled" type and cannot give the actual picture needed for proper research conclusions.

The T-34, a fully acrobatic aircraft which follows the old World War Two Texan or T-6 configuration, is a low wing, canopied aircraft with retractable gear.

The trainer is currently being modified and will be put into use sometime in the early summer.

Doctor Mohler says the aircraft will be completely wired electronically to measure all the medical side-effects of fatigue, drug use and other human factors encountered in today's highspeed flying.

A qualified doctor-pilot will be in one of the seats while the subject is being put through the various tests.

Mueller Heads Association for Mentally Retarded Children

Charles W. Mueller, Chief of the Navigation Facilities Training Division, has been elected president of the Oklahoma Association for Mentally Retarded Children for the coming year.

Mueller has been active in a number of city civic groups, including the PTA and has served as president of the Oklahoma County Council for Mentally Retarded Children.

In the professional field, he is a senior member of the Institute of Radio Engineers and past Chairman of the Oklahoma City Section. He is also a member of the I.R.E. group on air navigation equipment.

A native of South Dakota, Mueller earned his B.A. and Master's degrees in his native state and went to work for the CAA after World War II.

While working for the CAA, he was assigned to the first Radio Aids class at the Aeronautical Center, as a student and later returned as an instructor. He advanced to supervisor of the ILS/VOR training unit and then became Chief of the Radio Aids Section which included ILS/VOR and Communications Equipment (originally called Indoctrination Training).

In 1954 he was promoted to Chief of the Air Navigation Facilities Branch under the Federal Airways Standardization Division.

In July 1960, he became head of his department.

RANGE OF MATERIALS IMPRESSES NEW AC LIBRARIAN

James E. Gourley, new Chief of the Aeronautical Center Library, is well pleased with the books and equipment, and looks forward to even wider areas in the future.

"The Aeronautical Center Library is the finest Aeronautical Library outside the Library of Congress," Gourley said shortly after his arrival.

"The avionics, electronics, aeronautics and management sections are excellent," he said.

He has many plans for additions to the facilities, including the cross index system of all the areas, as well as pamphlets, magazines and other materials for Center employee use.

Thousands of students of the Academy have taken advantage of the Center library, and with new materials arriving almost daily, additional information will be available for students.

In the short span of 22 months, the library has grown rapidly and today ranks with the best in the nation in these divisions.

At the present time, there are 4500 bound and 500 paper bound books on the shelves.

Gourley is well qualified for his position, having been Director of the Tulsa Public Library for 23 years.

Prior to that time, he was with the Reference Department of the New York Public Library for seven years.

Computer Bugs Blast Foe to Win Center's Basketball League Trophy

Members of the AC basketball team display winning smiles as they pose with league's championship trophy. The Bugs compiled a 12-3 record to cop first place. The group is now on the baseball diamonds!

New Building Houses Airmen and Aircraft Records

Records of all civil airmen and aircraft in the United States have a new home at the Aeronautical Center.

These areas make up a part of the groups who moved into the new building at 5300 S. Portland.

The building, leased by the FAA from Oklahoma Industries, Inc., was to be a temporary home for the Divisions. However, continued expansion of personnel points up a need for the FAA to occupy the building for an indefinite period of time.

While lack of space in former buildings forced the move, one of the prime reasons for the change brought the records much closer to the Aeronautical Center.

Actually seven different groups made the move into the new building, with the Control Systems Division occupying the largest area.

Others were Inspection and Procedures, Analysis and Appliance, and two newly formed organizations, Standard Evaluation Section and Systems Regulation Staff.

In addition were the Operations Airmen Examination Section and the Engineering Manufacturing Field Office.

FAA surplus property will be housed in the warehouse area of the building.

The 1964 fiscal year budget calls for 358 people to be employed in the building.

Construction of the building was rapid, taking just 70 days from the groundbreaking to completion. All phases of the building are air conditioned.

Basketball has long been tucked into the mothballs, and softball holds the Aeronautical Center sportslight, but recognition is given to the Computer Services Bugs for the winning of the league sponsored by the Employees Association.

The six-team league was pretty well balanced, with the Bugs copping the top spot with a 12-3 record. Top league scorer was Bob Bryant with a 13 point average during the season.

Coach Jack Webb took virtually the same group into the Slow Pitch Softball League in the fast Oklahoma City Softball Association.

Basketball team members were: Ronald Buller, Ron Hunteman, Bob Bryant, Bill Beavers, Jim Yoder, Joe Robinson, Tommy Park, Ken Gee, Jim Perry, Tom Adams, Eddie Glendenning, Don Smith, Owen Cummings, Bobby Crites, Maurice Morgan and Webb.

CENTER'S SUMMER ATHLETIC PROGRAM BRINGS SOFTBALLERS OUT IN DROVES

The largest softball program in the history of the Aeronautical Center is now in progress.

Nine slow pitch teams and a fast pitch group are all playing in the Oklahoma Softball Association program.

In the past, only the fast pitch team represented the Aeronautical Center, but with the increased interest in the slow pitch type of play, more men have taken on new life and are playing the game.

Slow pitch came to Oklahoma City just two years ago, and already, in the short span of two summers, the slower type of play has taken on added interest.

Players can hit the ball easier, for the pitcher is required by rules to literally lob the ball to the plate.

It also adds importance to the fielders, rather than to the ability of a pitcher in the fast pitch version.

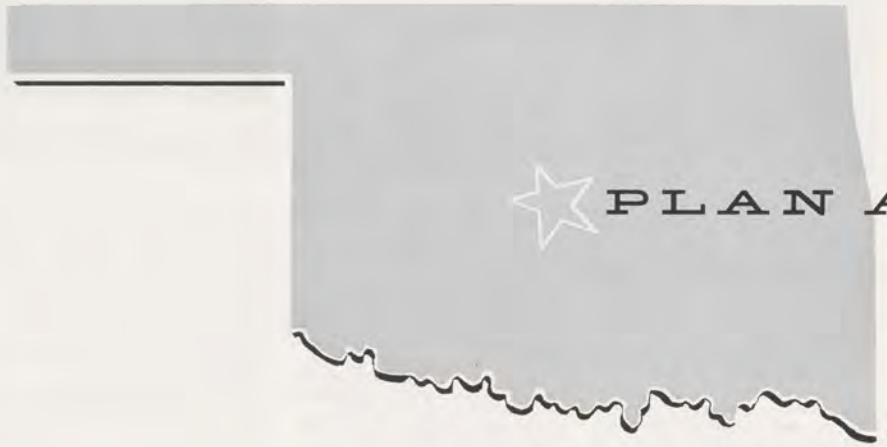
The team expenses are mainly underwritten by the FAA Aeronautical Center Employees Association. The entry fees are paid by the Association.

The fast pitch team, headed by Bob Smith, is playing in the Closed Commercial League.

The slow pitch teams have been organized into a league for the FAA and Oklahoma City Softball Commissioner Bick Auxier and Sec.-Treasurer Alvin Eggeling of the Association, cooperated with the Center to help start the bigger program.

Plans are now underway to sponsor a tournament at the end of the year for all of the teams, with the winner being noted after a double elimination bracket tournament.

Teams taking part and their managers are: Electronics, Don Harris; Hangar Maintenance, Charles Herring; Directed Study, J. P. Monkres; Air Traffic Control, Cliff Slack; Computer Services, Jack Webb; Avionics, Jimmy Hall; ILS/VOR, John Park; Tech Services, Ernie Fick; Radar, Julian Saenz.



PLAN AN OKLAHOMA VACATION

Oklahoma is rapidly becoming one of the leading vacationlands in the nation.

Every year more and more lakes are cropping up on the landscape and new and interesting things to do are being realized.

With this in mind, Horizons offers a look at some of the features of the Sooner state. This is designed for the people of the Aeronautical Center who are new arrivals in the state, and also to those Okies who have lived here for years, but didn't know these things exist.

One of the outstanding events to visit is the annual American Indian Exposition at Anadarko. The Indian City is located some 60 or so miles southwest of Oklahoma City and the annual event brings tribes in from all parts of the nation. Everything from Stomp Dances to Indian art work is on display there.

In the past the show was held in August, but for the first time in 35 years, it is moved to the third week in July. It is well worth a visit.

Turning to other things to enjoy, Oklahoma has many lakes. The four largest are Grand, Tenkiller, Texoma and Murray. They are all in the eastern or southern part of the state and available to easy driving from Oklahoma City.

All four offer water skiing, good fishing and other water sports.

The beautiful Will Rogers Memorial at Claremore, in northeastern Oklahoma is a tourist's high point. The two turnpikes offer excellent driving to the mecca of those who knew of the humorist.

Rodeos are often held in every part of the state in the summer time. Advertisements in the local newspapers tell of the rodeos, and some of the best cowhands in the nation try for the prizes.

You'll enjoy Oklahoma as a vacation land!

Here are some of the highlights of things to do and see in Oklahoma. Reading photographs from the upper left hand corner, counter clockwise. . . . The Alabaster Cavern State Park near Freedom. Boiling Springs State Park near Woodward. Indian City, U.S.A., at Anadarko. Turner Falls between Davis and Ardmore on US 77 in southern Oklahoma. Mountain Fork River in Beaver's Bend State Park near Broken Bow. Tenkiller State Park near Gore and Vian. Fort Gibson Stockade at Fort Gibson. Will Rogers Memorial at Claremore. All are delights.

MABEL HARRIS RETIRES AFTER FORTY-FOUR YEARS OF GOV'T SERVICE

An Oklahoma City woman, who is not a pilot, but has been associated with Civil Aviation since the start of the CAA, has retired after 44 years of government service.

She is Mabel Harris, who, up until her retirement at the end of May, was an examiner in the Aircraft Records Branch of the Control Systems Division at the FAA Aeronautical Center.

To quote Mabel, "I've been with the Government for 44 years, five months, and three days."

She can recall many interesting things during that span of 44 years, and each event fits into a picture of the way Government structure has enlarged and changed.

Originally from New Philadelphia, Ohio, she took her first job with the Quartermaster General's Office, U.S. Army in 1918. She was known as "Babe" in that office.

"I've always worked with files and records," she recalls. With the Quartermaster General's Office, she did research work in the Library of Congress files, trying to locate the graves of servicemen killed overseas in World War I so that markers might be placed on the graves by their families.

Mabel transferred in late February, 1928, to the Department of Commerce and went to work in the Aviation Division. This was the group that was to become the Bureau of Air Commerce, The Civil Aeronautics Administration and finally the Federal Aviation Agency.

She was supervisor of the aircraft and airman records when it was first decided to place them in file cabinets. At that time, the two groups of records took up only 10 cabinets.

Today these records take up the greater part of a building, and compose two branches, Aircraft Registration Branch and Airman Certification Branch.

The records were kept in file drawers until 1959, when they were moved from Washington to Oklahoma City, and transferred to open shelf files.

During World War II, fingerprints were kept of all airmen, and these, too, were kept in the files.

"The files grew faster during World War II than at any other period in their history," she remembers.

"All the aircraft inspectors are and were wonderful people to know and work with," she recalls. "I remember that they all worried when physical exam time came along. And . . . examinations were much simpler in the early days of aviation. One pilot used to try to read signs at a great distance on his way to the examiner's office . . . said he strained his eyes doing it. He always passed."

Mabel says there was a certain air about a pilot in the old open cockpit days. He might be dressed in a business suit and a long way from an airport.

"I could tell a pilot every time," she mused. "They had a different look in their eyes. Today it may be your next door neighbor in a business suit and carrying a briefcase. Perhaps that's the way it should be."

Mabel says someone could write a very exciting story about aviation by just thumbing through the aircraft record jackets in the files. Even that method of filing is changing. The aircraft and airman records no longer currently used are being microfilmed and put in storage. That does give more room in the Records Division, but takes some of the impression of size away.

Records are open to inspection, but only under strict security regulations. The records have been moved "seven or eight times and each time I've moved with them."

When talking about Oklahoma, and the Sooner state, Mabel smiles and says, "I love it here. The people are more friendly here than in other parts of the country. They'll talk to you whether they know you or not."

What does she plan to do after retirement? "I plan on staying here. I don't really want to go anywhere else. I'm planning on visiting some people, for example, a sister in Houston, but I'll stay here until I find something better."

Mabel's hobby is taking pictures. She likes to photograph people and is always found at Control Systems Division and FAA social functions, snapping her camera at opportune moments. When she has more time, she plans on making picture albums.

Mabel wears a gold, diamond-set 40-year service pin, and says, "in all those 44 years I have had pleasant people to work with."

Her co-workers feel the same way about her. Jim Gardner, Chief of one of the examining sections comments, "She provides a very stable influence in her work. When the division moved here from Washington, Mabel was an invaluable source of information and help to the new personnel."

Lester Robinson, Chief of the Aircraft Certification Branch declares, "Mabel has a positive attitude toward life, and sets a wonderful example for younger people."

Robert Powers, who was Mabel's boss when the records were moved from Washington to Oklahoma City, adds "Mabel is one of the best-liked people I know, and one of the most generous. I can't remember Mabel making an uncomplimentary remark about anyone."

Jay Moody, Assistant Chief of the Control Systems Division said, "when I entered the organization, I was told that if I ever needed any information, Mabel Harris would give it to me."

Two Academy Staff Members Take Part in Seminar

John Paul Jones and J. B. McCullough of the Academy staff were featured speakers in a record First Annual Regional Aviation Seminar at Lincoln, Neb.

In spite of near blizzard conditions, more than 220 pilots and aviation enthusiasts turned out for the meeting that had people from many parts of the upper midwest area.

"Flying by Numbers" was the presentation Jones and McCullough made.

A Nebraska report said, "Jones held the audience spellbound with his magnetic and personable explanation regarding the relationship of numbers to all aspects of flying. The full significance of air-speeds and proper take-off procedures were emphasized with a 1-2 punch follow-up by McCullough on important factors which affect the performance of an aircraft. A full hour question and answer period followed."

AIRCRAFT FIELD SERVICE REPS AT AERO CENTER

Allison Div. of General Motors—Warren E. Saul has been at the Aeronautical Center since 1960, when the Jet Prop Convairs first arrived. Saul has been with Allison 10 years. He is a native of Indiana, collects coins as a hobby, is a member of the Will Rogers Toastmaster Club.

Martin—Having been with the company nine years and at the Center five and one half years, Charles Gaughan concentrates a good part of his work here at the Center on the B-57. An Ohio native, Gaughan spent seven years with the U.S. Navy in aircraft maintenance.

Convair—A company veteran of 15 years experience, Bob Detwiler has been his company's representative at the Aeronautical Center for 5½ years. His big concern here is the 880, The 340's, 440's, and T-29. He has several hobbies which include fishing, hunting and golfing.

Pratt & Whitney Division of United Aircraft—John Turner has been at the Center since 1961 and with Pratt & Whitney a year longer. His work at the Aeronautical Center is with P&W products for the Boeing 720, two KC-135s, DC-3s, C-54 G, T 29, a C 140 and the Jet Star.

Lockheed—Ernest Corbeil, born in Montana, moved to California as a youngster, calls sailing and radio his favorite hobbies. As a young man, he earned flying lessons by working around a hangar. The Lockheed 188 is his prime concern.

Boeing—Calling Seattle his home, John Janush is the Boeing representative at the Aero Center. His major work here is serviceing the Boeing 720 and the two KC 135's. He's been at the Center slightly over a year, and likes to hunt and fish.

Miniature EEG System Will Record In-Flight Activity of Brainwaves

Revealing data on how brainwave activity changes with age is anticipated from a light-weight, miniature, four-channel electro-encephalographic system developed for the FAA Medical Service.

Developed to FAA specifications by a Danish laboratory, the system permits the subject to carry on normal working activities, completely unhampered in his movements. This will make it possible for the first time to secure recordings of brainwave activity of a pilot under in-flight conditions where he may be subject to stress and fatigue.

The data found may make it possible, ultimately, to determine the physiological rather than chronological age in relationship to flying performance.

While some tests will be conducted at the Agency's Georgetown Clinical Research Institute, others will be carried out at the Civil Aeromedical Research Institute in Oklahoma City sometime in early Summer.

Allen H. Barr, Aeronautical Center Chief Counsel, created this model of the three-master in an estimated 16 hours of his spare time. In addition to making the ship, he increased his knowledge by reading over the history of the original Thermopylae.

Tasar Okcuoglu, who is the Chief of the Personnel Section, General Directorate of State Airports, Ankara, Turkey, was a visitor to the Aeronautical Center in early April. While at the Center, he was assigned to the Personnel Division for a week and the FAA Academy for a week. He was also enrolled in the air traffic control short course for two weeks. He is on the right in this photograph with Kent Fendler, Chief of the Center Personnel Division.

Jet Transport Systems Class (Fig. 1)

Jet Transport Cockpit Procedure Trainer (Fig. 2)

Analog Computers Aid in Jet Systems Training

The introduction of the swept wing, high speed jet transport into airplane operations at the tag-end of the fifties brought not only high speed flight, but some new and entirely unique technical training problems. The functional aircraft systems brought into operational use new design configurations—the most complex concepts the air carriers had ever known.

From the designer's point of view the jet transport systems were considered marvels of modern automatic control science. From the other side of the spectrum—the viewpoint of the technician and maintenance man—these new hydraulic, electrical, and power systems were nearly unfathomable monsters of complexity.

Almost overnight the qualifications and skills of the technical and operational personnel throughout the aviation industry and the CAA/FAA became obsolete. These men had been weaned on piston-powered aircraft. These were not simple aircraft—the Boeing 377, Convair 340/440, Douglas DC-6s and 7s, Lockheed Constellations, Martin 404s,—but were definitely primary when compared to the new jets. It became quite obvious that the methods of training would have to be changed, if technical know-how were to keep pace with the jet age. Men with the needed knowledge for the pure jet aircraft would have to be trained—and accurately—in almost assembly line fashion.

Aircraft manufacturers and airlines were trying to train personnel for the maze of systems in the jets by using incomplete manuals, flip-charts, chalk boards, transparencies—just about anything animated to get the information into the minds of the men who would use it. It was time-consuming and did not entirely fulfill the obvious and urgent need for complete visual understanding of the entirely new design, functional and operational concepts in jet aircraft systems.

The problems in developing and improving jet powerplant and systems courses had been recognized as early as April 1953. Courses designed by the Flight Standards Training Division of the Federal Aviation Agency Academy were attended by many supervisors and instructors from the airline industry. While the teaching was being accomplished, still needed and considered as a vital need was some means of visually relating the powerplant and systems to the actual aircraft.

The essential factors were these:

1. Re-training of FAA engineering, operations, supervisors and inspection personnel must be accomplished in a minimum of time.

2. The training aids must adequately display the entirely new and vastly different design, functional and operational concepts of the jet transport systems. They must adequately display normal and emergency operation and control sequences and enable ready visualization and understanding of the systems by both new personnel and "old timers" familiar with piston engine transport concepts.

3. The training equipments must be readily adaptable to provide for design changes inevitable in new aircraft systems.

4. The training aids must be readily adaptable to future more specialized or detailed training programs.

One real obstacle was the rapid advance in aircraft systems and components. This meant equally rapid obsolescence. So-called "hardware" trainers, consisting of the actual aircraft systems and components, did not adequately display internal design. A "cutaway" couldn't function as the actual system. The cost and usage of such trainers was prohibitive and didn't give full training benefit.

All types of training aids which had been tried or were available were studied carefully, but none proved to be satisfactory. Finally, it was decided that the animated and backlighted types of trainers showing in the background of the Boeing 707/720 systems class (see Figure 1) possibly might be the answer; would give the needed thorough "insight training" for the technician and maintenance man. These trainers, using mobile and sequenced cutaway parts and colored, lighted tubing to trace the systems movements, proved effective. Complete sets of these trainers now are available for aircraft systems courses. Aircraft Engineering, Flight Operations, Maintenance Inspectors and Agency aircraft maintenance supervisors say it's like a study of the actual aircraft seen through "X-ray eyes." Sets of trainers also include the Douglas DC-8, Grumman Gulfstream, Boeing 727 and other new aircraft now being developed or tested for final certification.

Many FAA Aircraft Engineering, Flight Operations and Maintenance Inspection activities require a good working knowledge of the airborne operation and control of jet powerplants and aircraft systems. The Cockpit Procedure Trainer shown in Figure 2 and the Boeing 707 Aircraft Flight Simulator (not shown) are used to ensure that all powerplant and aircraft systems classes have a good understanding of the important aspects of the Maintenance Reliability Report problems and new programs being developed in the statistical evaluation areas.

THE ASSISTANT ADMINISTRATOR TRACES EXPANSION OF ALBUQUERQUE CENTER

June 9, the date of the official dedication of the Albuquerque Center, marks another historic occasion for the Southwest Region.

This multi-million dollar facility, located two miles north of the city, reflects the increase of air traffic on the Southwest airways and FAA's concern for air safety. Its expanded east-west configuration makes it one of the largest land area centers in the United States.

Growth of Albuquerque as a center can be traced back 21 years when the first complement of 18 traffic control specialists set up business in the second floor quarters of the TWA terminal building. Traffic control was exercised on approximately 680 miles of low frequency airways in a total land area of 112,825 square miles.

Land area included in the original commissioning April 1, 1942, extended from a point 25 miles west of Ashfork, Arizona, to 25 miles east of Otto, New Mexico, on Green Airway 4 and from 25 miles south of Pueblo to 25 miles south of the present town of Truth or Consequences. A year later a boundary change increased the airways miles to 1485 by a western extension to near Cochise, Arizona, and on the east in Texas and Oklahoma.

El Paso Center, established in 1946, took a portion of the Albuquerque area, leaving it a new configuration of about 1655 miles of airways in five states. With additional boundary changes, the Albuquerque area was subsequently extended to include Green Airway 4 to a point 25 miles west of Needles, California.

During April of 1958, the Phoenix Center was established and Albuquerque again was reduced with the western boundary set at 25 miles west of Zuni. However, the area was expanded in 1960 with the addition of a large portion of southwest Kansas.

The increase in traffic and personnel during the period required expansion of quarters from the original 600 square feet. New and separate offices were needed for the administrative personnel and Flight Service Stations. The Center was expanded to approximately 2600 square feet, but new tools were soon to call for even greater expansion.

High frequency Omni VOR/VORTAC range stations increased and low frequency ranges and airways were gradually phased out. More sectors were being installed to accommodate high altitude control for the arrival of the Jet Age.

Albuquerque Center which is being dedicated June 9.

Radio peripheral sites were established at Sandia and Amarillo in 1957; Caprock, Farmington, Alamosa and Truth or Consequences in 1958; and Tucumcari in 1961.

Radar—a new tool for air safety—was inaugurated as part of the airways modernization and control program in 1959. Two sites went into use to help improve traffic handling capability in the Albuquerque area. Growth of traffic handled has jumped 300 percent since 1958.

Recognizing the need for expanded facilities, Southwest Region began planning for a new Center early in 1959. Ground breaking ceremonies for the new building were held April 14, 1961.

During its construction and with the continued growth of the Jet Age, it was found that center areas should be expanded on an east-west configuration to permit high speed jet aircraft operating coast-to-coast to remain in a center's area longer in order to reduce coordination. When the Center consolidation plan was announced in 1962, Albuquerque emerged as one of the largest land area centers with the planned phase out of the Phoenix and El Paso Centers.

Two years of work in the construction of the Center also includes the many details in the wiring of electronic gear, radar, peripheral communications and others. The new telephone system was a 10-month installation project, with a telephone exchange large enough to serve a city of 20,000 persons.

Additional radar sites are being planned to handle the expanded area as boundary changes are accomplished in phases. The major portion of the El Paso area will be taken over June 22. This will give the Albuquerque Center approximately 162,847 square miles of land area and will control more than 83 airways whose total mileage will exceed 15,775.

Phoenix will be added to the Albuquerque Center during April 1964. The Center boundary will then extend from 90 miles west of Phoenix to 30 miles west of Gage, Oklahoma, on the east and from Taos on the north to the Mexican border on the south. Total airways controlled will exceed 100 in number for more than 21,666 miles. Land area will exceed 250,000 square miles.

Phasing out of the El Paso Center will increase the Albuquerque complement to 211. Subsequent assumption of the Phoenix Center will expand the number to approximately 275 air traffic control personnel and 50 systems maintenance men.

Archie W. Teague

Assistant Administrator
Southwest Region

"MERV" MARTIN NEW CHIEF OF SYSTEMS MAINTENANCE

Mervyn M. Martin returns to region as Division Chief.

Mervyn M. Martin, who began his career as a radio engineer at Regional headquarters, is now serving as Chief, Systems Maintenance Division. He reported to the Southwest Region in April from duty with the Systems Maintenance Service at FAA headquarters in Washington.

A native of Santa Ana, Calif., Martin received his bachelor of arts degree in physics from Oklahoma City University in 1957. He had six years of duty with the Navy, including World War II, in submarines and on electronics and amphibious duties.

Martin began his work as a radio engineer in the Communications Engineering Division in November 1946. A year later he transferred to Tulsa as a supervisory electronics maintenance technician, a position he held for nearly eight years. He was Chief of the Communications Equipment School at the Aeronautical Center from 1955 to 1959.

Upon his assignment to Washington in 1959, he first served as an Electronics Engineer. Later he was Acting Evaluation and Inspection Officer and finally Assistant to the Director (technical).

The Martins have four children.

Houston Tower Personnel Stress First Aid And Accident Prevention

Safety became more than a watchword at the Houston Tower this year. Fourteen FAA employees enrolled in the tower's first course in first aid training to learn more about accident prevention and what is done in an emergency.

The course was planned after four FAA employees received certification as instructors for the Houston-Harris County Chapter of the American Red Cross. Completing the 42-hour instructor course were Controllers Richard D. Easton, John B. Rosser and Frank J. Parma and SEMT Jerry H. Beamguard.

A 10-hour course, the first aid training is available to all FAA families. Subjects include such skills as mouth-to-mouth resuscitation, wound dressing and bandaging, methods of splinting fractures and proper control of bleeding.

Primary purpose of inaugurating the training is to promote the current program of "Safety Everywhere" and the Emergency Readiness Plan. Instructions are expected to increase employee awareness of safety on and off the job.

EMPLOYEE RETIRES AFTER 33 YEARS; ORIGINALLY HIRED FOR ONLY TWO WEEKS

Clarence E. Moore, who was hired back in 1930 for "about two weeks of work" with the U. S. Lighthouse Service, took his last coffee break with his friends April 16 and retired with 33 years of FAA and related agency service.

In those 33 years, Moore worked from a carpenter to chief of reservation maintenance by way of a multitude of jobs. His positions have included mechanic, office clerk, administrative assistant, property inspector and warehouse manager.

Since 1951 he had served as maintenance chief and supervised the work of 24 full time employees. When he first went to work for the Lighthouse Service, there was a total of 17 employees on the reservation. The office spaces occupied about one-third of Building 1, plus two sheds used for storage.

Moore recalled an order in the depression days which instructed the laying off of every other worker, with the remaining employees to take over the duties of the vacated positions. "I could do about anything and stayed," he said. "I would go from welding in the morning to running a typewriter in an office in the afternoon."

The Lighthouse Service, in the early days, aided air navigation with beacon lights spaced across the country to mark the regular air routes. As radio made its debut, the number of employees gradually increased. Radar greatly added to the total number of employees in recent years.

Clarence E. Moore. He partayed 2 weeks into 33 years.

During his off hours Moore took up the hobby of genealogy and has written several articles for magazines and newspapers. He started the hobby quite by accident—his wife wanted to join the Daughters of the American Revolution and had to trace her family to prove her eligibility for membership.

Moore gave her a hand in the work. From it he eventually acquired his hobby —and his wife her DAR affiliation.

Moore has now traced his family back to a Revolutionary War captain and a firm relationship with the Cherokee Indians. Not to be outdone, his wife is still working on her family tree which she has traced to the 1770's.

In their work, Moore and his wife have dug through courthouse records, originally in the southern states. Leads have taken them to the North, principally in Pennsylvania, where records are more complete and accessible.

He described how the people in the North are more family conscious and have preserved their records better, or where societies have been formed to trace the family tree.

"Many of the records were destroyed in the South during the Civil War," Moore explained, which makes the research more difficult. Families are contacted, but this is often confusing because members of the same families have spelled their names differently."

In his retirement, Moore plans to travel and spend more time in his genealogical and historical research.

BELL GETS REGION'S FIRST 'COPTER CERTIFICATE

Assistant Administrator Archie W. League (r) and Bell Aircraft Vice President Bartram Kelley, after type certification of the Model 204-B Helicopter. A Commercial Transport, it will carry either passengers or cargo.

A first was recorded by the Southwest Region in April when Bell received a type certificate for its Model 204-B helicopter. Bearing serial number H1SW, the certificate was the first issued for a commercial transport type 'copter by the region.

Assistant Administrator Achie W. League presented the certificate to Bell's vice president for engineering, Bartram Kelley, in a brief ceremony which marked the end of 18 months of testing by FAA officials. The certification was one of the fastest by FAA officials anywhere.

Although plans for the 204-B were on the drawing boards since 1958, final work on it did not start because of a backlog of orders for the UH-1B Iroquois, the military counterpart of the new 'copter. Application for the first type certificate was made in 1958 and renewed in 1960.

Eugene Turner, project engineer for structures, said FAA inspectors worked overtime to cooperate with Bell engineers. Also taking a principal part in the testing were A. L. Coulter, chief of Flight Standards Division; H. H. Slaughter, chief of the Engineering and Manufacturing Branch; W. F. Wells, project engineer for propulsion; J. W. Thomason, flight test engineer; and A. J. Morgan, manufacturing inspector.

With configuration and performance advances of its military version, the 204-B has a four-foot longer main rotor—now 48 feet in diameter—and a two-foot extension to the tail boom.

Designed to carry a useful load of 3900 pounds or nine passengers, the craft is powered by the same type of engines used in the military version which now holds six world records in speed and time-to-climb categories.

Albuquerque Center Wonders if Anything Is Fishy

Fish stories were plentiful at the Albuquerque Center when four of the men recently returned from a 4000-mile motor trip down the west coast of Mexico to Guadalajara. Watch Supervisor Paul Anderson and Controllers E. W. Northnagel, Gary Stoutimore and Loel Scaramella reported good fishing, with Anderson pulling in a nine-foot marlin and Northnagel an eight-footer.

Retiring with more than 21 years of federal service in April was Marvin L. Griffis, automobile records clerk at Regional headquarters. Griffis spent the past 11 years with the FAA and CAA, with the remainder of his federal service in the Department of Defense. A former school teacher, he plans to travel during his retirement to see "some of the places I missed while working."

Annual Inspector Safety Meetings Draw Many from Aviation Circles

Approximately 450 authorized mechanics, A&P mechanics and other maintenance personnel proved the importance and popularity of the annual authorized inspector safety meetings during March. Fourteen meetings were held in the Southwest Region to offer the general aviation community a chance to attend the GADO-sponsored safety education programs.

Major agenda items at the meetings this year included the procedures for handing the approval of major alterations, the use of airworthiness compliance check sheets and the authorized inspectors' continuing responsibilities for releasing only airworthy operating equipment to the general aviation fleet.

Specialized interests at the meetings encouraged shop talk and discussions beneficial to both the Agency and the industry.

An authorized inspector, as an individual working under the supervision of his local general aviation inspector, plays a major role in the periodic airworthiness certification of aircraft and the approval of certain alterations. Frequently in the position of a middleman, he is a person conversant with the regulations applicable to airworthiness as well as the representative of his customer in assuring that the measure of regulation applied is reasonable and equitable.

A safety-conscious group exchanges views in a seminar.

Seminar type discussions at the annual meetings give the authorized inspectors confidence in the airworthiness decisions he is required to make, contribute substantially to standardized work performance and promote a better understanding of the many problems associated with his relationship with the Agency.

Regional office personnel attended a number of the meetings as observers to obtain a first hand acquaintance with field problems experienced by the authorized inspectors and GADO.

Sponsoring meetings were GADO's in San Antonio, Lubbock, New Orleans, Oklahoma City, Houston, Dallas, Little Rock and Albuquerque.

Placement Officers Polly Davis, Binnie Brown, Laurene Murphy and Hilda Aaron, discussing a problem. Their Chief says: "I could not get along without them."

Women Praise Equal Opportunities in Agency's Promotion Program

Late last summer, the Civil Service Commission issued revised regulations concerning the employment and advancement of women in the Federal service. The revised regulations, based on a recent Attorney General's opinion, provide for the hiring and advancement of qualified applicants and promotion candidates on the basis of merit alone, without regarded to sex.

Under the new Civil Service regulations, agencies may no longer restrict positions to "men only" or "women only", except in a few isolated and carefully prescribed instances.

This most recent change in regulations is but one step in a series of regulatory and legislative actions designed to insure women the right to compete for Federal employment and advancement on the basis of merit alone. The first such action was a law enacted by Congress in 1870, which authorized the hiring of women "to any of the classes of clerkships known to the law, with the compensation belonging to the class to which they may be appointed." Women had been hired as clerks previously—but at half the salary paid to men in clerical positions.

Three years later, however, the intent of the original law all but nullified by the enactment of the Revised Statutes, which was the first attempt to codify Federal laws. As stated in section 165 of the Revised Statutes, "Women may, in the discretion of the head of any department, be appointed to any of the clerkships . . . upon the same requisites and conditions, and with the same compensations, as are prescribed for men."

For almost 90 years the phrase "in the discretion of the head of any department" was used as justification for restricting certain positions to men only or to women only.

The recent Attorney General's opinion on this law held that heads of departments and agencies do not have the right to exclude men or women from appointment or promotion on the basis of sex alone, except as specified in Civil Service regulations. Situations where the hiring of men only or women only is permitted are now limited to law enforcement positions requiring the bearing of firearms, and certain institutional positions.

Although previous interpretations of the law undoubtedly resulted in the appointment and advancement of individuals for reasons other than merit, a large number of women have attained positions of responsibility in Government service. In the Southwest Region of FAA, a total of 28 women now hold positions at the GS-9 level or higher.

While much of the womanpower usage in this Agency and others was brought on by war and manpower shortages, there has always been some recognition of the fact that women can be, and often are, as capable as men.

There is considerable evidence that discrimination against women, if it has existed at all, has been rare and exceptional in this Agency and its predecessors. None of the 28 ranking FAA women in the Region can recall a single instance of discrimination in her own career, and all can tell gratifying stories of the cooperation, encouragement, and assistance they have received from male co-workers, both supervisors and subordinates.

Thelma Kent, administrative officer in Airports Division, attributes her advancement to her Division Chief, who encouraged her to bid on a higher position while she was serving as his secretary. She readily admits to having been frightened by the prospect of greater responsibility, but was reassured by the encouragement and assistance she received from her male associates.

Thelma reports she is fully accepted as a peer and equal by her male counterparts, even though administrative officers in some of the larger divisions are at a higher grade level than her GS-9.

Another lady in Airports Division can also cite gentlemanly cooperation as a major factor in her success. Enid Malcolm, a GS-11 project analyst in the Division's Operations Branch, says her job could have been made well-nigh impossible, had it not been for the gentlemanliness of her associates.

Theda Blount, administrative officer at the San Antonio SMDO, believes FAAers have an edge on other Government workers when it comes to gentlemanliness. Theda, who has had considerable previous service with other agencies, says the combination of Southern chivalry and Western frontier helpfulness she has found in FAA men in perculiar to this Agency.

In spite of the cooperative attitude of their male co-workers, FAA career women report at least one major obstacle to their further advancement in this Agency. Eddie Faulkenberry, a GS-11 administrative officer in the Program Planning Branch of Air Traffic Division, and Martha Claxton, GS-9 administrative officer in Flight Standards Division, both list "lack of technical background" as the greatest handicap to their advancement.

Of course, these two ladies are working in divisions with highly technical functions; in less technical areas, women can and do advance as far as their abilities will take them. At one time, the Southwest Region had a woman division chief, Miss Lois N. Bowey, who headed Accounting Division for several

Enid Malcolm, Project Analyst, Airports Operations Branch, praises "gentlemanliness" of her colleagues.

Ruth Spilker, Chief of P&T's Control Branch. Her subordinates are all of her own sex and they stay with her, proof that women will work for a woman.

Ruth Altfather, Administrative Officer, Fort Worth, SMDO, reports full cooperation from all subordinates, men and women alike, wherever she has worked.

Thelma Kent, Administrative Officer, Airports Division, attributes her advancement to her Division Chief who urged Thelma to bid on higher job.

Martha Claxton, Administrative Officer, Flight Standards, affirms that a technical lack hampers promotion.

Mary Elizabeth Smith started up the career ladder with the help of now-retired Chief of Accounting Division, Miss Bowey.

Theda Blount says she has found a combination of southern chivalry and frontier helpfulness from the male FAAers.

Eddie Faulkenberry says it takes cooperation from the men and also some technical knowledge to get ahead in the FAA.

years prior to her retirement in 1957.

Most of the standard reasons offered for restricting the employment and advancement of women can be refuted by living examples right here in the Southwest Region. To disprove the argument that "women can't accept responsibility," one need not look further than the Employment Branch of Personnel and Training Division. Four key employees in this branch are women, including the Region's highest ranking woman employee, Section Chief Polly Davis, a GS-12 placement officer. Other placement officers on the distaff side are Hilda Aaron and Laurene Murphy, both GS-11's, and Binnie Brown, a GS-9.

Branch Chief Sid Hughes expresses himself simply and explicitly on the subject of "his girls." They're tops," he says. "I couldn't get along without them."

The responsibilities borne by "Sid's girls" are not to be sneezed at; they handle such matters as recruitment, promotion plan activities, leave, retirement, separations, and disciplinary actions for the entire Region.

Another factor sometimes questioned is the capacity of women to serve in supervisory positions. This argument is often stated as "men don't like to work for a woman," at other times, "women don't like to work for another woman," or just "nobody likes to work for a woman."

While there have been relatively few instances in this Region of a woman having male subordinates, Ruth Altfather had several during her five years as Chief of Payroll Branch. Ruth, now administrative officer at the Fort Worth SMDO, feels being a woman was in no way a handicap to her success as a supervisor, and that she received full cooperation from all her subordinates, men and women alike.

A similar story of supervisory success can be told by Chief of P&T Division's Control Branch, Ruth Spilker. Ruth's subordinates are all women, and if they don't like working for her, it can't be detected. Both the atmosphere and the work output of Ruth's branch are ample proof that women can work together and for each other with a high degree of efficiency and competence.

One of the strangest arguments sometimes heard against the employment of women is that they will not help other women advance by giving them training and guidance toward career development. Yet it was Miss Bowey, the now-retired Chief of Accounting Division, who gave Mary Elizabth Smith her start up the ladder. Miss Bowey encouraged her to bid on the position of Chief, Voucher Examination Branch, which she has now held successfully for several years.

Ruth Spilker also has a mild degree of fame as a good "trainer"—though she sometimes wishes her reputation were a little less distinguished. Ruth has a GS-3 steno position in her branch which stays vacant a good bit of the time because the girls she trains are in such demand. About five months is as long as she can keep a stenographer, before some other branch chief snatches her away for a GS-4 position, and Ruth must hire a new one.

All told, the Southwest Region has a total of fourteen women in administrative positions at the GS-9 level or higher (in addition to those mentioned, two more are SMDO administrative officers—Marietta Norman at Albuquerque and Mary Bracker at El Paso). One thing practically all these ladies have in common is that they started their Government careers at the bottom of the ladder, as typists or clerk-stenos.

Their stories should encourage clerk-stenos and secretaries throughout the Region. They have proved that ability and the ambition to get ahead are the only necessary ingredients to success.

The Stork Didn't Read The Rules

Mr. and Mrs. Gerard J. Mialaret, Sr. shown above with their children sitting from left: Gerard Joseph, Jr., David Eugene, Julie Michele, and Elizabeth Marie.

ATCS Gerard J. Mialaret, like most controllers looked to the next familiarization flight. Houston International Airport was proposed for the New Orleans FAAers because there they could observe the expanded radar service.

Mialaret, the pilot, had a personal reason for the Houston trip. He had been given a Valentine by his wife, who was expecting their fourth child. A note on the card hinted she would like to see more of her husband.

As Mialaret thought about the trip to Houston, he kept recalling the Valentine and its meaning. Could it have something to do with the fact he had been absent when two of the other three children were born?

Because of the predicted good Gulf weather, he could get to Houston and return—and even the score by being around if the big event came. "Due dates" meant nothing to his wife, he recalled, thinking of the births of the other children—but he still had a hunch.

He wrote his plans in his trip report: "Being on hand would mean a lot toward the continued harmony of our home. Putting off the proposed flight would just bring the chances of a mid-air collision with the stork that much closer."

The day of the trip dawned beautifully in New Orleans for Mialaret and his passengers, Tower Chief L. S. Falcon, Asst. FSS Chief Claude J. Lentini and SATCS I. M. Delgado of the Tower. Then the Gulf weather rolled in toward Houston and a weather advisory caused the pilot to hesitate.

Like all good pilots, Mialaret had an alternate plan. He would fly the group to Memphis to see the new Center facilities and ASR-4 radar. He touched the Debonair down in Memphis at 1055 after an uneventful flight. The New Orleans group exchanged views on training problems, performance standards and new personnel system.

Checking the weather forecast in early afternoon, Mialaret learned that the Gulf storm had turned toward New Orleans and was advised to take off immediately if he were to return that night.

Approaching Jackson, Miss., he found the weather deteriorating rapidly and landed to wait out the storm. As the forecast was for clearing weather the next morning, the group decided to stay overnight.

Mialaret called home and was relieved to learn everything was still routine. The Valentine message, as yet, had no significance.

With the weather breaking at the airport the next morning, Mialaret called the tower to give his flight plan. When he came to his name, he was interrupted by a query as to whether his first name was "Jerry."

Answering in the affirmative, he was told a message had been received advising that his wife had gone to the hospital. While still stunned by the message, he received a call—a daughter had arrived at 6:18 that morning, and both mother and baby were doing fine.

Finally in the air on the way back to New Orleans, Mialaret thoughts turned to his family and the births of his children. He was in flight school when the first was born and a flying assignment when the second came. He had been present for the third child's birth—but now this!

He thoughtfully included to his trip report: "Then I had an opportunity to even things up and lost my chance. With all our efforts of the FAA to devise and operate a compatible air traffic control system for all types of aircraft, from Jets to Jennys, still the stork is uncontrollable.

"And what was I doing when I added to my ignominious record? When my fourth child was born, I was lying in bed, listening to the snores of my supervisor." He logged his flying time as six hours. The stork was too busy to log his.

MUCH PLANNING INVOLVED IN CLASSIFYING JOBS

As an employee in a newly authorized position, have you ever wondered who is responsible for matching the worker's qualifications to the requirements of that position?

Designing the position description aids in the fitting of the right peg in the right hole. Position description content and accuracy of facts within the position is improved when the supervisor and employee have an understanding of the classification process.

The classification starts when there is work to be performed which will require the establishment of a new position within a budgetary allotment, or when the duties and responsibilities of an existing position have changed substantially since it was last classified.

Before the classification process can begin, it must be preceded by organization analysis, planning and identification of functions and objectives. Closely allied with this phase of the management process is the construction of organizational charts.

A person or persons to whom the responsibility has been delegated for the work operations of the proposed position should do the organizational planning. It is necessary to develop a planned and authoritatively approved design of the position that is identifiable with the approved functions, and any shortcuts in planning or analysis should be avoided.

After a person has the information from this first step, he is then ready for the preparation of the position description. In a new position, he should know what will be the duties, responsibilities and relationships with other positions; in the change of an old position, he should be acquainted intimately with its actual duties, responsibilities and relationships.

Review of the position description for clarity, completeness and accuracy is the third step of the classification process, and it is done by the responsible division officials and all supervisors who have been delegated authority for the personnel management process. Several levels may review the description, depending on the delegation of authority (centralized or decentralized) and the desires of the division chief. If the position is occupied by the incumbent, this step is completed when the position description is certified by the appropriate operating official or supervisor.

The position classification specialist evaluates and classifies the position in the next step, and in some cases he may desk audit the position so as to have a complete understanding of all aspects of the position. After this process has been completed this position is titled, coded and graded in accordance with prescribed standards and becomes an official document supporting a payroll item.

Action in filling the position is usually the fifth and final step. Steps are taken to fill a vacant position, but a decision must be made by the operating officials whether to promote the incumbent or to reassign him to another position. An incumbent occupying a position where classification is changed usually remains in that position if he is qualified.

Although the process is usually completed at this point, the employee may appeal the case. If the employee believes his position has not been titled, coded and graded in accordance with the position classification standards of the U. S. Civil Service Commission or has coverage under the classification act, he may appeal his classification through FAA channels or to the Civil Service Commission.

Much work and planning go into the classification of each new position.

"BUDDY GOETZ" STARTS THIRD DECADE IN AVIATION

George R. (Buddy) Goetz, controller and supervisor at the Houston Tower, started his third decade in the field of aviation this spring. A recent article in a Houston newspaper called him the "Dean of Air Traffic Control."

His private pilot license is an asset for him in pursuing a second hobby—fishing—and whenever airport personnel see his green and white Cessna 140 heading south, they know he is bound for his favorite fishing haven on Matagorda Island.

In his score of years at the Tower, Goetz has seen the rise of traffic from 100 to 600 planes a day.

A native of Iowa, he has lived in the state long enough to be called a "Texan."

MEET YOUR AREA COORDINATORS

William A. Winkler

William A. Winkler, district airport engineer at Shreveport since March 1962, started his government service with the War Department in 1923. He has been with the FAA and its predecessor agencies since 1927.

Born in Indian Head, Md., Winkler attended George Washington University and Georgia Tech and received his law degree from Atlanta Law School in 1945.

Facilities or offices in the area include RAPCON/CS/T, SMS and APDO at Greater Shreveport Municipal Airport; ATC Tower and GADO at the Downtown Airport; and SMS at Barksdale.

William O. Karpenko

William O. Karpenko has been district airport engineer at Oklahoma City since 1958 and has been in government service since 1934. He joined CAA in 1940 and has been associated with engineering.

A native of Kief, N.D., Karpenko is an engineering graduate of the University of North Dakota. He is a registered engineer and a private pilot.

Facilities and offices include RAPCON/Tower, SMS and FSS at Will Rogers Field; SMS at Tinker AFB; APDO in the federal Building; GADO at Wiley Post Airport; and the FAA Air Defense Liaison Office.

WESTERN REGION ROUNDUP

• **KUDOS**—Webster defines "kudos" as a term applying to those whose achievements are worthy of praise. Each month in this section we plan to call attention to praiseworthy efforts of FAA's Western Region employes on and off the job. If you have a nominee, let us know. This month's kudos go to: VERN ROUNDTREE, Auburn controller for his work with the Junior Chamber of Commerce. . . . DONALD A. FROST, General Aviation Branch, RO, for his article "Are You Trim-Control Conscious?" in *Pilot Magazine* . . . RALPH CALKINS, Pocatello's CS/T chief, for his work in arranging a series of FAA programs over Pocatello station KTLE-TV . . . KNEELAND GUISTI and JACK BEATTY, Reno SMS technicians for outstanding duty in a flood emergency . . . LEO LA PORTE and NORMAN CREWS, L.A. controllers for technical assistance to the California Museum of Science and Industry in connection with an FAA display there. PAUL K. DE VRIES, Salt Lake City Area Coordinator for organizing press tours of FAA facilities and offices in his area as a positive step toward better public understanding of the Agency . . .

• **IN THIS ISSUE**—We saw real significance in the story of how FAA is helping to make surface travel safer and our thanks to the California Highway Patrol and free-lance writer Don Downie for their help . . . It isn't every *Horizons* editor that gets a chance to talk to a glamorous TV and film star: you'll see the results in this issue. . . . Carl Swanson, chief controller at Van Nuys deserves Kudos for the help he gave on the Van Nuys article . . . We enjoyed writing "Last of the Big Centers" and hope you'll like it . . .

• **IN THE PUBLIC EYE**—The new Las Vegas air terminal has been getting publicity in *Time* and *Engineering News-Record* . . . Manley Dibble, ATC specialist at Palmdale tower, featured with his family in full page in the *Antelope Valley Press*. Dibble's daughter, "Miss Palmdale," played an important role in Palmdale center dedication . . . The Hanford, Calif. paper devoted the cover of its weekly magazine to the RATCC operation there. . . . Jack Hammond, FAA electronic maintenance chief and Herbert Banks, chief technician at Bakersfield, Calif. were featured in the Bakersfield "Californian's" write-up.

• **SCATTER**—James M. Yohe, Compliance and Security Division received a letter addressed to the "Appliance Security" Division . . . Much interest is being generated in the West Coast Antique Airplane Fly-in at Merced, Calif., June 1-2 . . . John (Bud) Winder, Flight Standards Assistant Division Chief, now has his helicopter rating . . . San Diego pilots recently honored Bill Grevemeyer, operations inspector at the San Diego GADO, who is retiring.

A Message from Joseph H. Tippets

The annual participation of Regional Headquarters personnel in area supervisory conferences is well under way. Our plans, as last year, call for either Mr. Marsh or me to meet with all supervisory groups at least once this year.

Program division chiefs or the Executive Officer will schedule their itineraries also to attend at least one such meeting during the year. This will assure Regional Headquarters participation in two such conferences during 1963.

The importance of these group meetings cannot be overstressed. Close coordination and the exchange of program and management planning is imperative to the success of the important missions of the Federal Aviation Agency.

Mr. Halaby many times has expressed his appreciation for all efforts which tend to unify and reflect "togetherness" of leadership and purpose in the Agency. I am pleased to note that progress in this direction has been substantial and is continuing.

We return from each field trip with renewed enthusiasm for the public service our Agency provides and renewed determination to provide the leadership necessary to assure the Administrator, the President, and the Congress that aviation safety, in the air and on the ground, is a way of life with the FAA family.

If there is a "better way to do it," we are searching for it, and we dedicate our efforts in this Region with the entire Agency to operate efficiently and effectively in all of our many important programs.

We compliment you for your cooperation and enthusiasm which motivates those of us in the Regional Office to pursue progress and improvements aggressively wherever possible.

Joseph H Tippets

HELP

Us Meet the Deadline!

To all Regional Reporters: Please get your materials in to us at the Regional Information Office by **the last working day of each month.**

A STAR GLITTERS IN FAA'S FIRMAMENT

Mr. and Mrs. Kulewicz, and Kim.

High in the Baldwin Hills of Los Angeles, an FAA family watched an early-evening TV western. A closeup of the dazzling heroine flashed on the screen.

"Mommy! That's *you!*" said six-year-old Kim Kulewicz excitedly.

Such exclamations are not at all unusual in the home of Mr. and Mrs. H. R. Kulewicz. Mr. Kulewicz, better known as "Hank," is a hard-working aerospace engineer in the Western Region's Flight Standards Division. Mrs. Kulewicz has starred in dozens of television shows and in several major films under the name of Erika Peters.

Hank and Erika met while he was vacationing in Europe in the spring of 1955 at a time when she was appearing in a Berlin stage production of "The Seven Year Itch."

In less than two years following her marriage and return to the United States, Mrs. Kulewicz mastered the English language and decided to continue a film career which had made her one of Germany's popular stars. Allied Artists gave her a role. A top Hollywood talent agent spotted her and helped guide her toward stardom.

Hank has done well in his own career, too. Not long ago, he received a series of commendations for his work in connection with certification of Hamilton's T-28. The president of Hamilton Aircraft Company personally called Mr. Halaby's attention to the high calibre of Hank's work.

As might be expected, Hank is a TV fan and his wife heads the list of his favorite stars. He has enjoyed watching her perform in such series as "Sugerfoot," "Thriller," "The General Electric Theatre," "77 Sunset Strip," and "The Untouchables."

Erika's demanding dual role as wife and actress has been far from easy.

"If I concentrate on being a homemaker, I find myself neglecting my acting—and vice versa," she confided. "Not long ago, I auditioned for a big part in a new Marlon Brando film. They told me I came very close to getting it—but it was given to another actress. I'm afraid I was rather hard to live with for several days. But Hank helped out by being very understanding."

Undeniably, Erika's world has been touched with a glamour few FAA wives could aspire to. She has made pictures with Elvis Presley, Ray Milland, Bob Cummings, Bob Stack, June Allyson, and Gardner McKay. She is acquainted with such stars as Rock Hudson and Carole Burnett, and she refers to the latter as "my best friend." At the same time, she feels very much at home in FAA circles.

Not long ago, she and her husband invited one of his office acquaintances to an informal lunch. The three dined on weiners and tossed salad. They talked FAA—Hollywood wasn't mentioned once. "Wasn't that nice?" she asked.

Erika, left, with Mr. and Mrs. Bob Cummings.

Erika registers intense emotion.

West's Sky Patrol a Boon to Safety

When California Highway Patrol Officer D. J. Bianchi first paced the car, it was whizzing toward Bakersfield at 90 miles per hour. Bianchi, piloting a Cessna 182, radioed a patrol car to make the arrest. Thirty minutes later, he observed the same driver going 80. Another radio call, another arrest by a ground officer. Still later the same afternoon, Pilot Biachi spotted the car a third time. It was travelling well within the speed limit. This time, however, the violator's wife was driving.

Such incidents have highlighted an experiment currently being conducted in California on use of planes in highway patrol work. Results could lead to widespread utilization of planes for this purpose, especially in the West.

Basic aims of the test are the evaluation of the planes' usefulness in assisting stalled motorists, directing aid to accident victims, enforcing traffic laws, and coordinating with ground units.

The planes are more than meeting the test. One police pilot spotted a woman driver's truck stalled in soft sand five miles from the nearest paved highway. The temperature outside was over 110 degrees. Help was sent. Another Patrol Pilot spied a Union Pacific motorized hand car going down the main line at top speed, its operator slumped over the controls. Headed toward the car was a freight train. The pilot verified that the operator was unconscious and radioed ahead to have the railroad open an automatic derail. A life was saved.

The tests, which are still under way, have been conducted over U. S. Highways 66 and 91 east of Barstow, U. S. 99 between Sacramento and the Kern County line, stretches of U.S. 99, 40, and 50, State Sign Routes 33 and 152 and U.S. Routes 60, 70, and 99 east of Indio.

Pilots, drawn from the ranks of officer volunteers, are required to hold FAA commercial licenses, Class II medical certificates and to have a minimum of 250 hours logged.

Flight operation standards are set by the FAA. Wherever possible, departmental aircraft are based where FAA facilities are available. An FAA waiver permits CHP aircraft to operate below minimum altitudes, but in all other respects, in-flight procedures adhere to FAA requirements. Modification of the planes to accommodate radio and public address equipment required official FAA sanction.

The planes have demonstrated amply their value in bringing ground units to accident scenes, help to disabled motorists, and medical supplies to those who need them in an emergency. Limitations are those imposed by occasional bad weather and by the fact that night operation is impractical. California's Patrol Commissioner Bradford M. Crittenden has stated, however, that such limitations "do not appear to bar successful operation of aircraft in the traffic law enforcement field."

An official in Crittenden's department associated with the studies said the Patrol has found the FAA extremely cooperative in all respects and "always willing to assist us with details which require FAA approval or guidance."

California Highway Patrol Pilot readies plane for flight.

Scene of a highway accident as viewed from California Highway Patrol Plane. Call for help was radioed by pilot. (Photos courtesy California Highway Patrol)

Huge crowd listens as Halaby delivers major address on Palmdale Dedication Day.

Palmdale . . . The Last of The Big Centers

Dedication Day on the high desert was typically warm and bright. The mountain breeze was just strong enough to ripple Old Glory, just cool enough to be pleasant.

On March 30, a real, old-fashioned, good-to-be-alive day, several thousand persons gathered at Palmdale, Calif. to dedicate the new Los Angeles Air Traffic Control Center, the latest —and last—in the Western Region. Another new center, like those at Fremont, Longmont, Salt Lake City, and Auburn was "on the air."

The gleaming new building, functional and efficient as modern technology could make it, was good to look at, too. It bore no resemblance to an "ancient ancestor"—the old Sixth Airway Traffic Control Section at Union Air Terminal in Burbank which began operating in March, 1937. Nor did it look much like the old downtown quarters at 741 South Flower Street where the center was housed from 1943 to 1946. It was totally unlike the old ARTCC on Manchester Avenue in Los Angeles whose span of years was 1946 to 1963. Space initially allocated to controllers in the latter center measured just 26 feet by 115 feet, which is little more than a small corner of the new operations room.

The major dedication address was delivered by N. E. Halaby. With him on the platform were Joseph H. Tippets, assistant administrator for the region and his top division chiefs. Also present were Clyde V. Van Horne, center chief and Fred V. Carpenter, chief of the Systems Maintenance Sector.

Bob Cummings, star of films and TV was master of ceremonies. Leading Antelope Valley officials were present.

Following the hour-long ceremony, a serpentine of people began filing through the center. Before the day was up, more than three thousand persons had made the tour.

It was "business as usual" for scores of controllers on Dedication Day. Their task is keeping an umbrella of air safety over a vast area from the Mexican border to Bakersfield, including portions of four states: California, Nevada, Utah, and Arizona.

As dusk's long shadows began to stretch across the valley, Dedication Day's real import was underscored in the skies above the center. An eastbound jetliner's vapor trails etched a familiar story across the twilight; another safe journey across the continent was underway.

Line of persons waiting to tour center stretched for almost a block.

Administrator Halaby delivering the major address at dedication.

A press conference preceded dedication. From left to right are Fred Carpenter, SMS Chief; Clyde Van Horne, center chief; Ponton de Arce, Air Traffic Division chief; Mr. Joseph H. Tippets; H. E. Aldrich, Systems Maintenance Division chief; A. E. Horning, Installation and Materiel Division chief and Lamont Odett, publisher of the Antelope Valley Press, host.

Halaby chats with Bob Cummings, master of ceremonies at dedication, Joseph H. Tippets, assistant administrator, and George Goldman, program chairman. At left is Reserve General William Hixson.

Carl Swanson (standing) coordinates at Van Nuys. Controllers (from left) Gene Hapip, Jack Mills, Carl Leeds, and Vern Cole. San Fernando Valley Times Today photo.

VAN NUYS—The Busiest Airport in the World

Through his binoculars, the FAA controller watched the Piper Comanche approach the field. It was a half mile from the runway. "No gear!" he advised the pilot.

Seconds later, with the Comanche less than a quarter of a mile from the field's boundary, the controller warned again: "Gear is not down! Go around! No gear!"

The plane was only a few feet above the runway when the pilot finally extended the gear and made a normal landing.

Such tense moments are not unusual at Van Nuys airport in the San Fernando Valley, considering the busy air traffic which has given it top billing in the nation—and the world so far as available records show—in terms of general aviation operations.

The field, located in a section of Greater Los Angeles that was in orange groves less than four decades ago, had 141,983 general aviation flights during 1962.

In terms of total aircraft operations, Van Nuys zoomed from eighth to third in the nation, putting it ahead of such fields as New York's Idlewild (fourth) and Washington D.C. (sixth). Only Chicago's O'Hare and Los Angeles International had more operations.

Obviously, Van Nuys has come a long way since it opened in 1928 as Los Angeles Metropolitan Airport. In the years since then, the field has earned several claims to distinction. In 1929, two Army Air Corps pilots established a record from the field. They remained aloft in an Army Fokker for 150 hours and 40 minutes. Their names: Major Carl Spaatz and Captain Ira Eaker. A member of their crew was a young lieutenant: E. R. "Pete" Quesada.

Many famous flying movies were "shot" at Van Nuys including the epic, "Hell's Angels." It was also the setting for a recent film starring Elvis Presley.

Airport tenants currently include aircraft distributors, helicopter fleets, charter services, flying schools and a major missile plant. The California Air National Guard's 146th Air Transport Wing, with more than 1,000 guardsmen on its duty roster, is based there.

Chief controller at Van Nuys is Carl A. Swanson, Jr., who recently celebrated his twenty-first year in the air traffic control field. "Swanie," as he is known, is in great demand as a speaker at hanger sessions and civic clubs.

At a field where the traffic count often exceeds 1,000 per day, a few lighter moments can be expected.

One busy day at Van Nuys, a lady called the tower six times in a 3-hour period to inquire whether a certain plane had left for Las Vegas. When the plane in question finally taxied out for takeoff, the ground controller advised the pilot that his wife had been inquiring about his departure.

Over the radio came the pilot's pleading voice: "Pleeeeze, don't tell her."

PHOENIX '100' RACES GET HELPFUL FAA BOOST

Temporary flight plan and briefing service was set up by FAA for Phoenix "100." Angel Cervantes, left, briefs an unidentified pilot and Stewart Vander Naalt, of Phoenix assists.—Photo Courtesy Northwest Flyer.

FAA personnel and facilities played a major role in the recent Phoenix "100"—the first National Stock Air Races.

Bill Brodbeck, a Bakersfield, Calif. aircraft dealer, captured the championship by covering the 100-mile closed course in his Meyers at an average speed of 198.78 miles per hour.

His time for the event—30.11 minutes—is expected to go into the books of the National Aeronautics Assn. as the world record.

FAA personnel stationed at Phoenix set up a temporary briefing and flight plan service in the lobby of the administration building at Deer Valley Airport, Phoenix, scene of the races.

An FAA control unit, set up atop the Deer Valley hangar, coordinated with a mobile control unit operating on the field. This operation was headed by Jack Sindlinger, chief of the Phoenix tower.

Other FAA employes from the Phoenix area who took part included George South, Lloyd Golden, Lew Carrifee, John J. Ward, John Paintner, Dan Babb, Angel Cervantes, Stewart Vander Naalt, Charles Miller, Bob Farris, Miss Gertrude G. Szymanski, Mrs. Gladys Wright, and Robert J. Wilson.

FAA'S GOOD NAME IS IMPORTANT—LET'S PROTECT IT

Identifying himself as an FAA employee, the man was able to cash over $1,000 in worthless checks in at least 10 states.

As identification, he showed forged Aircraft and Airman certificates.

Another individual used his identification card to cash over $100 in worthless checks. The supervisor of this former FAA employee failed to obtain his identification card upon his separation.

In both cases, the wrongdoers were apprehended as a result of the efforts of the Western Region's Compliance and Security Division, working with the FBI and local police agencies.

How could the good name of FAA have been safeguarded in these instances? James V. Nielsen, head of the Compliance and Security Division, makes these suggestions:

1. If you lose your identification card, notify WE-90 immediately.

2. Report any loss or theft of airman, mechanic, medical, or other FAA-issued certificates to WE-90 immediately so that immediate action can be taken to prevent their misuse.

3. Conduct your official and personal affairs in a proper manner so as not to bring discredit either upon yourself or the FAA.

The 'Queen' Arrives in Western Region to Begin Airport Rounds

Wherever you are in the nine Western states, either you have already seen the Region's new Queen Air 80, or you'll soon see it.

Since the "Queen" arrived in the region on April 1, it has been taken on several major trips, and has facilitated communications on a direct basis between RO officials and personnel in the field.

On the first trip, Edward Marsh, deputy assistant administrator, headed a group from the RO. The plane touched down at San Diego, Yuma, Douglas, Tucson, Phoenix, Prescott and Las Vegas for meetings with area coordinators and visits to facilities.

On a subsequent trip, Assistant Administrator Joseph H. Tippets utilized the plane to attend coordinator meetings at Denver, Grand Junction and Salt Lake City. He also stopped at Trinidad, Pueblo, Delta, Provo, Hanksville, Las Vegas and Daggett.

The new plane, under lease from Beechcraft, has an optimum range of 990 miles and a normal cruising speed of 230 mph. Supercharged power for superior altitude performance is provided by twin 380 hp Lycoming engines.

Robert Staggs, who checked out on the plane at Wichita, was pilot on the initial trips. Harry Powell also has checked out as pilot.

Others from FAA who went to Wichita for briefing on operation and maintenance included George Imamura, John Coles, Charles Conroy and Thomas Reiner.

Use of the leased plane for trips to the field by Regional Headquarters personnel is expected to result in substantial economies when compared with the cost of similar travel via commercial airlines. It also will allow greater flexibility of schedules on field trips.

"Maiden trip" for Queen Air brought Deputy Assistant Administrator Edward C. Marsh to Yuma, with other RO officials. He is met by W. R. Crooks, FSS station chief. Robert Staggs, pilot, is at right.

JOSEPH H. TIPPETS MADE CHIEFTAIN BY POCATELLO CHAMBER OF COMMERCE

Joseph H. Tippets acknowledges the "Chieftain" presentation from the Pocatello, Idaho, Chamber of Commerce. Chairman Wayne Hall, at left, made the presentation.

Joseph H. Tippets, Assistant Administrator for the Western Region, was recently made an honorary chieftain of the Pocatello, Idaho Chamber of Commerce.

The chieftain's headdress has been presented to only a handful of persons residing outside the State of Idaho, including the former President, Harry S. Truman.

The honor was presented on the basis of outstanding public service by Tippets.

As part of the ceremony, Tippets received the title "Chief No Fly—Walk Out," referring to his 30-day trek to safety following a 1943 air crash in the Alaskan wilderness.

Tippets was in Pocatello in connection with inauguration of a series of FAA television programs over KTLE.

The series of programs were originated by Ralph Calkins, chief of the CS/T at Pocatello and by Jack Stoltz a controller. All segments of the FAA story and FAA operations are discussed in the programs, presented for one hour each Tuesday night.

Mr. Tippets was born in Arimo, not far from Pocatello, and has several relatives in the area.

As part of the honor, Tippets received a colorful Indian headdress which now adorns a corner of his office at Regional Headquarters.

R. V. ANDREWS RETIRES AFTER 35 YEARS OF SERVICE

John Garrison, right, Chief, ADT Operations Branch, congratulates old-timer R. V. "Andy" Andrews as he receives pin for 35 years of Federal Service.

Two events of significance to FAA took place at Gila Bend, Arizona recently: the FSS station there was closed and Robert V. Andrews, chief of the station retired after 35 years of service.

Mr. and Mrs. Andrews plan to retire in Gila Bend, where "Andy" has joined the staff of Bell Aerodynamics.

"Andy's" FAA career began on March 5, 1938 when he went to work at the Mt. Shasta station. He was chief at Donner Summit for a year and commissioned and decommissioned the old range station at Trona, Calif.

He has also served at many Western Region locations including Salt Lake City, Tucson, Delta, Burbank and Paso Robles.

Mrs. Andrews is the daughter of Mr. and Mrs. Ed Deziel. Ed is presently FSS chief at Fresno.

"I shall always have a fondness for the FAA and will never forget it," Andy said recently. "Each time a plane flies overhead, it will bring back memories of the 'old days' in CAA and FAA."

Leslie W. Bruce Jr., Radio "Ham" Retires from the Longmont Center

Leslie W. Bruce Jr., air traffic control specialist at Longmont, Colo., was honored by his fellow employes at a recent banquet on the occasion of his disability retirement from FAA.

Bruce helped establish the first airways system in Alaska during World War II.

Less than a month after transferring to the new Longmont ARTCC, Bruce was hospitalized with a heart condition.

He has had 26 years of federal service and has been with CAA and FAA at Cheyenne, Douglas, Anchorage, Albuquerque, and Denver.

An amateus radio station in the basement of his new Longmont home is helping Bruce fill the void left by his retirement from active duty.

SUPERVISING INSPECTOR HARRY TROXELL KAULANA KANE AROUND HONOLULU

Harry Troxel examines remains of once-beautiful aircraft which crashed at Honolulu International Airport

Generally speaking, the cop on the beat isn't the most popular guy in the neighborhood—and, to a degree, an FAA Inspector often falls in the same category. There are exceptions, to be sure. One of these is Harry S. Troxell, whose name is spoken with much respect throughout the State of Hawaii, and especially around Honolulu International Airport. Harry is Supervising Inspector, General Aviation District Office No. 1.

Around the hangars and along the flight lines, Harry Troxell is always ready, able, and willing to lend a helping hand with the problems plaguing mechanics and flight crew members. His advice not only is welcome, but is solicited. The boys like his mild manner and sincerity, and his intense interest in promoting general aviation throughout the State. In the above photo, Harry is looking over the remains of a Piper Apache which crashed at Honolulu International Airport in March, killing two people. Harry, himself, is recuperating from injuries received in an aircraft accident last December—the first in his thirty-one years of flying experience.

He was in the process of preparing to give a flight examination in a Piper Cub, when apparently both he and the applicant (300 hours) were overcome by carbon monoxide fumes which penetrated the cabin from a leaky manifold inside the cabin heat shroud. The Cub flew itself into the ground. Harry remembered nothing from the time the applicant acknowledged his instructions to climb to 2500 feet, until he arrived at the hospital. The applicant died a few days after the crash.

Starting off his aviation career as a flight instructor and mechanic, Harry worked up through the aviation ranks to his present position. He started his government career with the Central Region in 1940 as an Aeronautical Inspector, serving GADOs in Cheyenne, Denver, Des Moines, Chicago, St. Louis, and Kansas City. He also spent time in New Orleans and San Juan, Puerto Rico, prior to taking over his present post in 1960. During his CAA/FAA career he has conducted approximately 2000 flight examinations for pilot and aircraft ratings.

Mr. Troxel holds the following FAA certificates: ATR pilot (with all ratings); Flight Instructor, with ratings on airplanes and instruments; Mechanic, with airframe and powerplant ratings.

Notes and Comment from the Canton Island Outpost

By and large, most people put off Christmas shopping at least until after Turkey Day—sometimes even until Christmas week. Not so the people on Canton Island. This year's shopping should be done early for the simple reason that the last ship departs Canton for stateside in early August.

An impressive May Day (not MAYDAY!!) program was planned and directed by the Canton Island School Principal, Rodney E. Patterson. The Queen for the Day was Ruth King. Princesses representing the Islands of Hawaii were: Mrs. Robert Davis, Mrs. Vincent Fitzpatrick, Mrs. Herbert Itagaki, Mrs. Michael Kim, Mrs. Charles Kobayakawa, Mrs. Robert Luuwai, and Mrs. Kiyoji Tomita.

Jim McBride, Chief, Program Planning Branch, Pacific Region, visited Canton during a stopover while en route to Samoa—promised to look into the mail situation which was building up to a morale problem. Tom Clark and family spent three months on the U. S. mainland this Spring—ditto the Herman Stewart family for two months (spent in Honolulu). Lem Batten, Honolulu FSS, put in a short term on Canton, then hied off to Samoa for a couple of months. Byron Tureman planning tour of Tonga and Bonga, plus other Sopac island stops. Dick Garman off for visit to Ohio.

WANT TO BE A WRITER?

What's going on in your general vicinity? The Editors of FAA Horizons are recruiting reporters to keep them posted on all the news that should be printed. If something interests you, it's bound to interest others. So send your stories —short items or long features— either through your HORIZONS representative or to the Regional Public Affairs Office if you can't find a representative. NOTE: Don't stop with one. Keep them coming in to us. Look around and start taking notes.

Harry Lyons, nationally known Honolulu Advertiser cartoonist.

"Buck's" Business is SAFETY

One of the most dedicated foes of mishaps—both to aircraft and to aircrew—in the Pacific area these days is Francis B. Buckner, Air Carrier Maintenance Specialist with the Pacific Region.

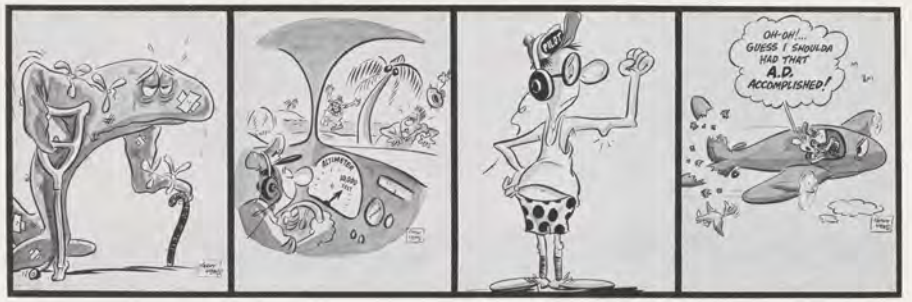
Because of a shortage of personnel, Buck is serving (in addition to his air carrier duties) as Acting Chief, General Aviation Safety Branch. He has recently embarked on an energetic three-point program of education for local airmen.

Pictured on this page are a few sample cartoons which he will use in his cartoon poster program. His other programs include a series of newsletters designed to highlight safety material, and continuous meetings with members of the aviation fraternity to discuss the airshare theme, and to trade ideas and suggestions. Buck is a firm believer in aviation safety education, and desires to make the process as simple and painless as possible. In consonance with this thought he feels that "skull" sessions with members of the aviation public do more good than an equal amount of time devoted to classes or meetings of a more formalized nature, and that cartoons are a most forceful means of getting a point across.

Aviation-type personnel in the Pacific are going to be hearing a lot from and about Buck in the coming months. He's already so busy that our photographer hasn't been able to catch up with him for a picture.

Buckner's creative program highlights flight safety.

Good maintenance cures post-mortems. Pedestrians should have right-of-way. Check "physical" date—don't be late! Airworthiness rules are for your safety.



Wake Island has population of about 1500, 268 of them FAA'ers who operate the International Flight Service Station and Center. Below, Father Murphy and remains of school after typhoon hit.

Chapel built during World War II

Father Murphy, O.F.M.Cap., FAA Chaplain on Wake

Wake Island Has FAA's First Chaplain

A first was achieved by the Pacific Region when Father Leon Murphy became the first chaplain to be appointed by the FAA.

Father Murphy is a Catholic missionary who worked for 17 years among the natives of the Marianas. He is now at his new post on Wake Island.

Wake Island, located over 2000 miles from Honolulu, is a major refueling station in the Pacific, and comes under the immediate jurisdiction of the FAA. A high proportion of the more than 1300 persons who populate the Island are FAA personnel and their dependents. A very large number of bachelor Filipino nationals employed by private contractors on the Island accounts for a third of the population, while military and civilian transients intermittently swell the number further.

Chaplain Murphy faces a great challenge in his new assignment. In caring for the spiritual and moral welfare of Wake's people, he will provide counsel to individuals, assisting them to gain insight into problems which tend to become magnified on an isolated post such as Wake.

Father Murphy will contribute to the general welfare of the community by working closely with law enforcement authorities, medical personnel, community organizations and recreational leaders.

To meet the spiritual needs of those on the island whose beliefs are other than Roman Catholic, services by clergymen of those faiths or denominations will be arranged and coordinated by Chaplain Murphy.

A native of Newton, Massachusetts, Chaplain Murphy's manner of speech is clearly "Boston." In 1941 he was received into the Order of Friars Minor Capuchin and was ordained a priest seven years later. The following year he was assigned to the Mission of Guam, and for two years worked among the Chammorros who inhabit the Marianas Islands chain. Among the islands visited by Father Murphy were Saipan, Alamagan, Agrighan, Anathan, and Pagan; all located north of Guam.

Father Murphy's island-hopping mission came to an abrupt halt in 1952 when The Most Reverend A. W. Baumgartner, O.F.M. Capuchin, D.D., Bishop of Guam, appointed him to Tamuning Village, the largest parish on Guam.

In this fast-growing village of 5,000, Father Murphy pastored the Church of St. Anthony and St. Victor, at the same time tending a mission chapel in Tumon Beach, four miles away.

Despite his busy schedule, Father Murphy was able to visit Guam's modern six story Memorial Hospital as chaplain. The huge general and TB ward admits thousands of patients each year.

One stormy day in 1955, lightning struck the Tamuning parish church and burned it to the ground. Father Murphy lost no time in having it rebuilt; this time out of concrete and steel. Later he added a parochial elementary school. But in November 1962 when Typhoon Karen devastated 90 percent of Guam, the newly rebuilt Tamuning church was once again severely damaged, as well as the school. In a manner typical of this dedicated man of God, Father Murphy rallied his people together to build once more upon the ruins. The process of rebuilding had already progressed considerably when he accepted the appointment as chaplain at Wake Island.

Typhoon Karen as it appeared on the radarscope.

GUAM...FAA...KAREN

It was a quiet November afternoon on Guam, six thousand miles southwest of San Francisco. Personnel around the FAA facilities were going about their routine duties in a matter-of-fact manner . . . well, not exactly. For the past three and a half days they had watched the steady progress of the low pressure cell moving in from the East. That pressure cell had originated in the vicinity of the Island of Truk, to the Southeast. Winds in the pressure cell had been increasing in intensity with the movement of the cell. By the time the cell was over Guam the winds had built up to 172 miles per hour.

That was Typhoon Karen—which struck the Island of Guam on November 11, 1962. It moved in on the tiny community with the fury of the monster it was, leaving a trail of devastation and ruin. Damage ran to more than $200 million. Fortunately—and primarily because of the advance warning—loss of life was held to a very low figure.

As the storm unleashed its terror the chronology of events was studded with entries such as "lost island power . . . maintenance requested to start engine generator . . . Station closed . . . vacated station . . . lost water pressure . . . Some quonsets breaking . . . Ocean View houses losing roofs. . . . with one ton of lead weights for ballast, FAA pickup truck still unstable in high winds, necessary to drive in low gear . . . windows left rolled down about two inches to equalize air pressure and prevent cab from exploding in sudden pressure changes . . ." and many more.

Many are the stories of herosim, of ingenuity in time of need, of improvisations to meet crises, of the will of a sorely pressed people to rally to the needs of the moment and to extricate themselves from the rubble, that perhaps will never be told. That fact does not detract from the glory belonging to those who served Guam so nobly during her hour of need.

Not the least of such intrepid souls is Joe C. Price, Air Traffic Control Specialist. To not a few he will forever remain the hero of those hours of terror. For over a year (in addition to being an ATCS) Joe had been a licensed amateur radio operator. Because there had been some advance warning of the storm, Joe was able to remove his exterior antennas, pack his electronic components into waterproof plastic containers, and transport his beam and mast to a newly completed FAA receiver control center which had an emergency power plant.

Shortly before midnight Karen struck Guam. The winds, the most violent ever recorded in the Pacific, swept squarely across the Island. Its destructive force demolished 90 per cent of the homes and tore into the communications and aeronautical navigation systems, blacking out the rest of the world and leaving the people of Guam beaten and isolated.

It is doubtful whether the complete story of the heartaches, the fears, and the torments endured by the entire community will ever be fully comprehended. Little children huddled beneath mattresses piled in the corner of the room, trembling with fear of they knew not what, while their parents viewed with apprehension the loosening of rafters above their heads. Others watched the roofs leave the walls of their abodes to take a crazy flight path up and out into the night. Kitchen utensils were lifted from the kitchen sink by the venturi-like suction of the wind passing through open beamed ceilings—ceilings that by now were only the black fury of night overhead.

Water—tons of it in never-ending sheets—beat down from above into roofless dwellings and through walls of buildings now shorn of doors and windows. Cars (with and without wheels) raced down the street or across now-vacant lots where homes just a short time earlier had stood. 'Twas indeed a black and gloomy night.

At daybreak (in fact, even before the typhoon had completely spent itself) Joe Price began to relocate his amateur radio station from his home (by this time without roof or protection from wind and rain) to the receiver control station. He lost no time in making contact with Honolulu and Regional Headquarters. Thus was relayed to the outside world the first report of Typhoon Karen. Joe stuck to his station with dogged persistence throughout the following week, operating the station on an average of eighteen hours a day. It was through his efforts that FAA Headquarters was able to gather information which enabled a quick assessment of damages. His efforts were directly instrumental in the speedy restoration of navigation aids, communications, and air traffic control capability; also, his efforts permitted hundreds of victims of the disaster to reassure relatives and friends at distant points.

Joe is only one of the many who braved the fury of the storm to afford comfort and protection to those less able. He is only one of the many who, by the sweat of their brows and endless hours of fortitude, were responsible for the restoration of service, and the evacuation of family members to Wake pending construction of more weatherworthy housing. He is only one of many who were faced with the gigantic task of salvage and reconstruction of homes and facilities. But he is typical—typical of the devotion to duty, loyalty, and ingenuity characteristic of that brave company who "turned to" and faced the task of the day.

Air Traffic Controllers. Back to front: Wilfred F. Gherkin, Willis Cannon, Jr., and Chester Tatsumara of Guam CERAP (Center RAPCON) watch progress of typhoon Karen on radar and issue alert warnings as it nears the coast of Guam.

Aftermath of Karen—ruin. The demolished home of Manuel Marin, Supervisory Electronics Installation Technician.

New furniture and appliances scheduled for installation in FAA homes were strewn and scattered about landscape as Karen destroyed the warehouse.

Repairs of FAA's homes begin immediately. Agency aircraft brought roofing materials from Hawaii.

John Bonvissuto, Watch Supervisor, Guam CERAP, kept a running account as Joe Price talked to Honolulu. Lyle Kilpatrick, Chief SMDO No. 2, is standing by.

The new Guam International Flight Service Station (IFSS) Building, commissioned and dedicated last May, where 175 employees and their families took refuge from Karen and where Joe Price temporarily housed radio equipment.

DEPUTY ADMINISTRATOR VISITS PACIFIC REGION

Lt. General Harold W. Grant, USAF, the Deputy Administrator, FAA, was greeted at Honolulu International Airport by Robert I. Gale, Assistant Administrator, Pacific Region; Mrs. Gale; Captain Hugh Laing, Deputy Assistant Administrator; and Charles Aldrich, Chief of the I&M Division.

While in the Pacific Region General Grant visited facilities on Oahu, Maui, Hawaii, Kauai, Canton, American Samoa, Wake Island, and Guam.

Winners in Guam All-Island Champion Golf Match

Left to right: Gordon Yen (IFSS) took First in the Championship Flight and Second in the Masters; George Delima, Receiver/Control, got First Place, First Flight; Norman Butner, Transmitters, took a First, Low Net First Flight.

BLACK RAISED TO ASS'T CHIEF

Jack Black, FAA Pacific Region Chief of the Procurement Section, Materiel Branch, for the past several years, has moved to a new assignment at Regional Headquarters. He is now Assistant Chief, Materiel Management Branch.

Black is a career employee with 33 years of government service, 23 years of which have been with the CAA/FAA. He has served continuously at the Honolulu Regional Headquarters for the past 18 years. Prior to joining the FAA, he was employed by the Navy and the Veterans Administration.

Black was born in Kansas City, Missouri, attended public schools there, later graduating from Franklin High School, Los Angeles, California. He also attended the University of Hawaii, where he completed courses in Public Administration, and Business and Contract Law. In 1958 he was recipient of an outstanding performance rating and a sustained superior performance award.

EVERYONE'S CONCERN—SECURITY

It makes good sense for every FAA employee to develop good security practices—for the Nation's security is every American's business.

Security Specialist Jack Cadwell advises:

- Never leave your office unattended until all classified matter has been locked in approved depositories.
- Locked desk and key-locked file and cabinet are *not* approved depositories. If you have any questions regarding security, call your Compliance and Security Office.

PEOPLE IN THE NEWS

BOTT TAPPED BY WASHINGTON

Lawrence M. Bott, who headed the Pacific Region training program for the FAA since 1958, has accepted a new assignment at Washington as Chief, Career Coordination Branch, Career Planning Division, Office of Personnel and Training, FAA. He leaves shortly.

Larry gained considerable recognition during his tour with the Pacific Region for his ambitious and effective programs which received wide acceptance in the Pacific area.

Following his graduation from Stanford University in 1950 with a degree in history, Larry served tours of duty with the U. S. Department of Health, Education and Welfare and the Department of Commerce, and taught school briefly in Arlington, Virginia, before joining the FAA.

Larry's wife, Shu Ying, was born and reared in the Kuala Lampur region of Malaya. She later studied at Stanford University, and while there, met and married Larry. They share an interest in architecture, with a preference for general oriental art.

The Botts are parents of three children —Ross Alan, Stephen Eric, and Alethea May.

HELP

Us Meet the Deadline!

To all Regional Reporters: Please get your materials in to us at the Regional Information Office by **the last working day of each month.**

ASSISTANT ADMINISTRATOR VISITS SAC COMMANDER

The scope of the FAA mission in the Pacific area encompasses commitments at numerous military installations. One such commitment is at Anderson Air Force Base on Guam, where FAA's joint ARTCC and Center Radar Approach Control Facility (CERAP) is located, and provides air traffic service and navigational aids for both Air Force and Navy aircraft, as well as for civil aviation.

First-hand coordination is one of the most important factors in establishing understanding of user needs, and frequently finds Robert I. Gale, the Pacific Regional Assistant Administrator calling on top military officials on Guam. (Shown above) During a recent visit, Guam Station Manager Lloyd V. Richmond accompanied Gale on a visit to the office of Major General William C. Kingsbury, Commander, Third Air Division, Anderson Air Force Base.

Musson Heads New PC Island Operations Division

Thomas D. Musson, Wake Island Manager for the past 15 years, has transferred to the Pacific Region Headquarters to head up the newly organized Island Operations Division. His new responsibility draws on his vast island managerial experience and gives him the opportunity to put many of the unique operations of the Pacific Region under one office.

Musson was born in Louisville, Kentucky, attended private schools there, and graduated in 1933 from the University of Louisville with a B.A. degree. While attending college and for several years thereafter, he was active in theatrical production work.

He was called to active duty as an officer in the U. S. Naval Reserve in 1943, serving principally as a communication officer in aviation activities on the West Coast and Pacific Ocean areas.

After his naval release in 1947 with rank of Lieutenant Commander, he entered on duty with the CAA and was assigned as Wake Island Manager in 1948. He saw Wake grow and develop into an active and important link in air merce and communication.

Proud employees in the Personnel and Training Division watch Mr. Gale give commendation to Lou Gettman.

PERSONNEL & TRAINING DIVISION CITED FOR WORK

In a letter of commendation recently sent to the employees of the Personnel and Training Division, Robert I. Gale, Assistant Administrator for the Pacific Region, expressed his appreciation for "arriving at the substantially improved condition of our Personnel Management activities since the Civil Service Commission audit." Gale noted the many hours worked by employees of the Division during the past year, not a small portion of which represented the sacrifice of personal time, loss of leave, and uncompensated time.

He praised the teamwork of the Division as a whole, and made special mention of the exceptional leadership provided by Division Chief Lou Gettman, shown here receiving the commendation letter. At the right of the Assistant Administrator is Harold Sellers, Executive Officer.

Charles C. Hersey is New Procurement Chief of PC

Charles C. Hersey was recently appointed as Chief of Procurement for the Pacific Region. Hersey has been with the FAA in various procurement executive positions since 1946, and with the FAA in Honolulu for the past 11 years.

As principal contracting officer, Hersey's new position will cover the State of Hawaii, Canton Island, American Samoa, Wake Island and Guam.

Last year the FAA spent in excess of $6½ million in the Pacific area, with approximately two-thirds of this amount on construction.

Hersey received his Bachelor of Science degree in economics from Tufts University, Medford, Mass., and is a reserve Navy Captain.

GLIDER INSTRUCTOR HONORED

Geza Vass, glider pilot and holder of the world's record for sustained endurance glider flight, was honored at a no-host reception at the La Ronde Lounge in Honolulu recently. While in Hawaii, Vass was Chief Advisor and instructor on glider operations for the Hawaii Civil Air Patrol. FAA guests at the reception coordinated by Tom Winkler of the Hawaiian Soaring Club.

Shown above, left to right: Robert I. Gale, Assistant Administrator, Pacific Region; Jacqui Cadwell, Hawaii's first CAP girl glider soloist; Vass; Mrs. Jack W. Cadwell and Mr. Cadwell, FAA Security Specialist.

CREED BACK IN PACIFIC REGION

James E. Creed briefly visited Honolulu before assuming his new duties as Chief of the Flight Inspection District Office, Pacific Region, at the Tachikawa AFB near Tokyo.

Jim first came to the Pacific Region in 1958 from Battle Creek, Michigan, where he was flying a DC-3 in airways flight inspection. For the past several years prior to returning to the Pacific Region as FIDO Chief, he was on assignment with FAA's International Region at Washington, D. C.

Kotzebue is Hub for Polar Bear Hunting

Extending from the latter part of February through the early part of May, Kotzebue has the polar bear hunting season. During this period light aircraft wing into the Kotzebue area from various parts of Alaska and other states to conduct the hunt. The planes base temporarily at Kotzebue, Teller, Point Hope, Cape Lisburne and Point Barrow.

Polar bear hunts are usually conducted over a 200 nautical mile radius of Kotzebue with two aircraft operating together. One acts as cover for the other should something go wrong in this white wilderness of snow and ice ridges. Constant monitoring of these flights by the Kotzebue Flight Service Station using a spare receiver in addition to regular channels, provides an additional safety factor. The nearby military site also furnishes valuable assistance in providing vectors and steers on these hunting party flights. This is considered most desirable because of the close proximity of the area to Russia.

An essential aid is the accurate weather briefing which is provided by the Kotzebue FSS and the U. S. Weather Bureau. To meet this need, it is necessary to provide a complete collection of eastern Siberian weather reports. In addition to regular intercept schedules, Russian point to point known stations are monitored for surface observations.

To obtain this information a method of recording International Morse Code on paper tape, known as "Boehme" recording, is still in use at Kotzebue. It is the only station within FAA where it is still used. Through the use of Diversity radio receiving equipment, Russian weather collections composed of 6 hourly synoptic, upper wind and RAOB reports, are recorded on Boehme tape. An operator then transcribes the printed International Morse Code characters from the Boehme tape to teletypewriter. The Baudot tape is then further relayed to the U. S. Weather Bureau and other military and government weather offices throughout the Western Hemisphere. This is done a total of 16 times each 24 hours, 365 days a year.

When radio propagation conditions are poor, the operator manually copies the International Morse Code as transmitted by the Russian Stations, directly to a teletypewriter simultaneously preparing the Baudot tape for further relay.

During this busy season Flight Standards inspectors work out of Kotzebue in pairs and monitor this hunting activity. They insure safety by checking current status of pilots, aircraft and equipment. Planes used for hunting in this area of extreme low temperatures must be properly maintained due to the weather and the hard usage involved when landing on rough polar ice cap areas.

The need for surveillance of these hunts is based on questionable practices by inexperienced pilots and their use of poorly equipped and maintained aircraft.

Flight Standards Flight Inspector John Hodge (right) inspects plane owned by bush pilot Don Johnson before start of polar bear hunt out of Kotzebue.

AID GIVEN SEAMAN BURNED IN FREIGHTER ACCIDENT

FAA personnel and equipment were used in a joint military/FAA effort to evacuate an injured Greek seaman for medical attention in Kodiak, Alaska.

There was an accident aboard the Greek freighter "M/V PELAGOS" on April 1, 1963 in the Bering Sea west of Cold Bay, Alaska, which killed one man and seriously injured another. The injured seaman was Droggitis Nicholas, who sustained first, second and third degree burns.

Both the dead and injured Greek seamen were transferred at sea from the "M/V PELAGOS" to the Coast Guard Cutter "Storis", and brought to FAA's dock at Cold Bay for transfer to a Coast Guard HU-16 Albatross. The Albatross air evacuated the victims to Kodiak, Alaska.

The FAA has a jib crane on its dock at Cold Bay which is normally used to launch sea rescue boats when and if a plane should crash (or ditch) in the bay. This crane was used to transfer the victims from one of the "Storis" lifeboats up to the dock.

The crane operator was supervisory firefighter Richard L. Roderick. Other FAA personnel involved in this assist were fire chief, Fred E. Barnett, and station manager, Joel R. Caudle.

Perricone to CE After 17 Years Alaskan Service

A well-wishing group of FAAers gathered in the coffee room of the Fairbanks Station to wish Charles Perricone good luck in his new job. Chuck was selected for a job in the Central Region.

During his 17 years of service in the Alaskan Region, he has served in various capacities, including Station Manager at Aniak, Yakataga and Unalakleet. While at Unalakleet, he serviced facilities by dog teams on contract to the CAA.

Other assignments included Northway, Fairbanks, Anchorage RAPCON, and District Supervisor.

Physical Fitness on Rise in AL as 21 FAAers Join 1500 Hour Club

The following employees have been awarded a letter of commendation and a certificate of achievement for becoming members of the 1500 Hour Club on January 2, 1963: Edward E. Brendemuhl, Roy F. Downing, Fred R. Glover, Lanson B. Harvey, Irwin W. Knight, and Ted R. Young of Systems Maintenance Division.

Jack T. Jefford, Dorothy F. Revell, and Alfred K. Young of Flight Standards Division; Albert W. Machin and Donald W. Thomas of Air Traffic Division; Ralph D. Huffer of Anchorage Station; Albert of Sitka Station; Thomas C. Cianfrani of Cordova Station; Richard Collins of Minchumina Station; James Hart of Nome Station.

Henry J. Messing of Annette Station; Clarence A. Nelson of Homer Station; Harvey L. Tengesdal of Juneau Station; Edward L. Ward of Kotzebue Station; and Mathew C. Tomasovich and Dick A. Lewis of Materiel Section.

Each of these employees have attained an accumulation of 1500 hours of sick leave as of the beginning of the current calendar year.

Potosky Cited for Efforts That Put Community Chest Over Top

Lyndon E. Slaton, Center, Chairman, Civilian Federal Agencies Division for the 1962 Greater Anchorage Community Chest Campaign looks on as Allen D. Hulen, left, Assistant Administrator, presents Norman Potosky, right, chief, Budget Division, with a citation from the Greater Anchorage Community Chest for his outstanding work in directing the FAA campaign.

In a letter from Mr. Slaton, the Agency was also congratulated for the fine showing made in the 1962 drive.

Winning Suggestion by C. H. Dodd Aids Teletypewriter Maintenance

Left, U. M. Culver, Acting Chief, Installation and Materiel Division, presents C. H. Dodd, Electronic Technician, an award and a certificate for his suggestion concerning an electrical test modification to the test bench used by maintenance for maintaining Model 28 teletypewriters. Next to Dodd is George Cutler, his immediate supervisor, and George Karabelnikoff, chief, Installation Branch.

From One Extreme to the Other— Marion Horton Leaves for Florida

Mrs. Marion Horton enjoys her going away party prior to her resignation on March 15. Marion, who worked in Budget Analysis, was an employee of the Alaskan Region for the past 7 years. She will join her husband who is stationed with the Air Force in Florida.

Alaskan Region Takes Fifth in Agency's '62 Economy Campaign

The final report on the 1962 FAA Economy Campaign indicates that out of 12 major field organizations competing, the Alaskan Region rates 5th in percentage of employee participation and 7th in number of suggestions submitted. Regional figures are based on 378 suggestions received and 11.1% employee participation.

MATERIAL FIELD SPECIALISTS MEET IN ANCHORAGE

These 5 materiel specialists participated in a meeting held in Anchorage from March 18 through 22 to review policies, procedures, practices and to work out mutual problems of FAA supply activities in the region. From left: Edward A. Bowden, acting chief, coordination section, who supervised the week's events; Lester Holmes, Juneau; William W. Tait, Fairbanks; Paul Dryden, Nome; Edward Duncan, Annette; C. F. Allnutt, acting chief, field materiel unit; Arnold Mickelson, Yakutat; Robert V. Terhune, Regional Office materiel specialist and Eugene Marlar, materiel specialist.

UTILITIES INSTRUCTOR EMPHASIZES SAFETY FIRST

Members of a recent Utilities class gather around equipment as instructor Edward Brendemuhl gives some safety pointers. Left: Edward Brendemuhl, (Instructor); James Graham, Homer; Alfred Ketzler, Nenana; Kenneth Wilsey, Alaska Communication System; Kenneth Dahl, Cordova; Harry Smith, Bureau of Indian Affairs; Joe Cook and Earl Hand, headquarters; James Oksoktaruk, Nome; and Henry Harrison, Woody Island.

Old town of Nome, Alaska, as it borders on the frozen Bering Sea.

The Bering Sea—ice pressure ridges and great expanses of nothing.

John Trent, Electronic Technician, Nome Flight Service Station, stands in falling snow on stairway of his quarters before starting hike that took him over part of Bering Sea. Below: Trent wears cloth parka and light footgear; carried 40-pound survival pack.

THE SAGA OF JOHN TRENT'S 50 MILE HIKE

The Ptarmigan Telegraph broadcast over Nome, Alaska, Radio Station KICY carried a brief message Saturday night, February 23, to Andy Moses at Lee's Camp 2½ miles east of Solomon. I heard the announcement as I sewed extra buttons on my cloth parka. It said: "To Andy Moses at Lee's Camp—I will leave newspapers for you Sunday about noon at the Solomon store—from John Trent." This meant a "go" situation for me and my projected long trek on foot into the arctic wilderness on the following morning.

Why this expenditure of energy I thought to myself as I reviewed the plan. From Maine to Nome the call had gone out, at least implied, is America as fit as it was in Teddy's days? In Alaska men, women, boys and girls responded. Juneau heralded a 50-mile march to highlight campaign funds for a needy cause. Near youngsters padded down the highway from Fairbanks to a 25-mile camp and returned to announce quietly afterwards "We did it." And in Anchorage, more than 200 souls ranging in age from 79 to 7 struck out from Palmer to the All-America City 51 miles away in a mass foot caravan. It was a race in time and stamina and 75 finished from record time of less than 10 hours to a 22-hour grind by a winner with handicapped legs to start. An 11-year-old girl completed this march in the startling time of less than 12 hours.

So Nome would have someone to accomplish this feat too. I was the guy. The Nome Nugget newspaper read, "John Trent, of FAA, has announced that he will be leaving for Solomon on foot early Sunday morning to make the 50-mile hike which is so popular throughout the States." The night outside was clear and cold at minus 6 degrees. I turned off the radio and finished sewing the last button on my coat.

In my mind I reviewed the plan. Departure will be on foot alone with a 40-pound survival pack down the old road bed to Solomon from Nome—keep on the shoreline—cabins on spots along the map path that I might use in case of emergency—no people, none at Solomon even—except Andy Moses at Lee's Camp—hope he heard the message tonight.

Down at the Flight Service Station in Nome 1½ miles east of my new living quarters that I was using as an FAA relief electronic technician on my first assignment out of the Anchorage regional office, I knew the boys were wondering if I would actually go. The idea had not sprung overnight and I had been in moderate training since arriving at Nome in late October. I was training to be active without this specific project in mind, and was still running to work, 1½ miles for record times of 10 to 11 minutes—done in weather as low as 20 below. I am 45 years old, too, and asked myself if I am as tough as Teddy, I didn't need an alarm to wake me Sunday morning. At 3:00 a.m. I shouldered the packsack containing blankets, food, hatchet, matches, first aid kit and a tube of muscle ointment. Turning off the house lights, I buttoned up my parka hood and started the march in my Navy oxford shoes. The shoes were light on my feet, treated with silicon moisture repellent, and with a pair of extra wool socks in my bag, this is my stock in trade to tramp out the winter snow.

Marching down the road to Nome in good spirits with flashlight blinking ahead I remembered a forgotten item, the brilliant yellow marker. This was a safety device, actually a little girl's sweater, purchased new for its color and later used by my 6-year-old daughter. Yes, I'd have to go back because the plan called for it around by head as a sign to those seeing me that I was o.k. and proceeding. If I got into real trouble, I had a square yard of brilliant red velvet in my pack to replace the yellow. I retraced my steps the half mile and picked up the sweater. The time now was 4:30 a.m.

Beyond King Island Village the road led out past Peluk Creek, the FAA Radio range station and the last winking man-made light on KICY tall radio tower. Beyond it there was snow, darkness and the frozen ice hummocks on the Bering Sea beach. The road was well marked by mile posts and snow was about six inches deep on the trail. Twelve miles ahead was Cape Nome. My flashlight picked out the path. I scanned the night sky as I moved along, crunching the surface snow. It looked like overcast obscuring some of the stars or was it greying dawn? I had a lot of time for thinking.

The going was slower from the start than I had predicted. Each mile post I passed on the road over the old railroad bed I metered with the transfer of a marble from my left parka pocket to my right. Eight marbles transferred, 42 to go to completion. I had counted on an average progress of 3.2 miles per hour. In 20 hours this would allow transit time to Solomon and return if I made it or 64 miles in 20 hours. An alternate would be a turnaround east of Port Safety which would be the 50-mile distance counting the detour I had to make on a wrong turn up to the VOR site at mile 4 when I had to slosh over an extra distance of snow drifts to return to the trail. Morning was dawning slowly. Crunch, crunch sounded the snow underfoot. There was a slight wind picking up from the ENE and those were clouds gathering in the sky—I was now sure of it. Maybe there would be a cabin where I could take shelter or build a fire someplace if it really got tough.

The sun was up as I reached Cape Nome. The road had dwindled to an icy path. There was something just ahead of me—a freshly painted white cross with the name CARL APOK neatly painted thereon. I then looked far below on the frozen beach and saw a cabin, a dog barking and a thin wisp of smoke coming out of the stove pipe. A man was chopping wood outside and I called a "hello." It was past 10 in the morning now and time for a trail break. I detoured down the steep side of the Cape Nome cliff and became acquainted with Arthur Trigg, a trapper, who lived with his wife and little girl. Candy bars were offered from my pack, and I was refreshed with a welcome cup of hot coffee by Mrs. Trigg. Then Arthur Trigg proceeded to tell me the story about the white cross. Carl Apok was an old-time Eskimo and resident of the area and had died recently. Trigg had made this simple white cross to mark the burial plot.

Arthur had expected me earlier, as he had heard the Ptarmigan broadcast the night before. "Your best bet is to take out over the Bering Sea ice," he advised. "The trail around the Cape is very slick—sea is frozen over—cars can travel on it where it is smooth. Nobody living between here and Solomon. Hope you make it." I took his advice and headed out to sea walking, climbing over huge pressure ridges, jumping down and then climbing up another ridge. I slipped through the ice crust to a lower level and the stiff jolt on leg muscles threatened a cramp which I could ill afford. I rubbed the spot.

It was snowing hard now with the wind picking up, too. Of all things I saw a snow weasel out there on the Bering Sea ice. I hailed the driver and learned the party was seal hunting; each surprised to see the other. The man in the snow weasel worked for FAA at Nome, too. He asked me about the ice around the cape for the weasel and I told him it was in pressure ridges, but he should be able to make it. He was headed back toward Nome. We bid farewell—he was going west and I was going east.

The rest of the story summed up amounted to a long, long walk. Returning to the old road bed from the excursion around the cape on the sea ice I plowed on against gathering snow drifts and rising wind until I reached Port Safety, a State Ferry Dock in the summer. It was mile 21½ and it was 2:30 p.m. I decided the course to Solomon would have to be abbreviated. I penciled a note on the Ferry Building wall and planted the newspapers to Mr. Moses in a crack of the door. After proceeding a short distance beyond Port Safety to equal 25 miles I about faced for the home stretch.

Now I had a 28-knot wind blowing on my right beam and it helped the walking, besides boosting my spirits and making me feel I'd make it—just keep on going. It was gathering night as I reached the Cape. This time I climbed over the icy ridge on the road as I did not care to tackle the Bering Sea ice ridges in the dark. Eating on the way consisted of peanut butter sandwiches, corn beef out of the tin and all of the 6 candy bars. I noted how the transfer of strength seems to go right into one's walking on a trek like this.

Over the Cape road I trudged. What a welcome sight 12 miles away a dim winking red light on KICY tower was veiled in snow squall showers. There was a dim light in Arthur Trigg's cabin far below my trail, too. I called, "All well returning to Nome" and received an answer that wished me a safe trip. There were 40 marbles in my right pocket now and I was tired, too. Every 20 minutes I check for a mile post. Most of the time it was there. The watch in my pocket was still ticking out the run after 45 years and the good old ticker under my ribs was still ticking, too. But those last miles were slower coming. Now it was 10:00 p.m. and I passed the KICY tower. With 50 miles in the bag now it was just a matter of time. Through the last part of this tramp I was encouraged by my friend Howard Trowbridge of our FAA station. Howard had driven out on the Bering Sea ice in a jeep wagon and spotted me far down east of the Cape. Then throughout the remainder of my walk he kept a faithful check on my progress.

It was all over at 11:34 p.m. that night. I made a running finish to put a false touch on my feelings. Howard had the gang out to greet me. Even a motion picture finish with cameras flashing as I jogged—a leaden jog to the finish line. And then after a cup of coffee and a friendly greeting from so many of my friends, including all of Sammy Ailak's family, I tucked my self in for a deep sleep.

The next morning I went to work—but very stiff—more so than a board. "Fifty miles yesterday," I muttered, "hardly 50 feet today". And the morning news on KICY was welcoming me back as a "new 50 mile celebrity in Nome." I was happy to have done it and now sure that I was fit for 50 at 45.

-S-T-A-T-I-O-N- -N-E-W-S-

HOMER

We take this opportunity to introduce ourselves and the Homer FSS to the new publication FAA HORIZONS

Winter has just about vanished from the Homer scene. Summertime here in the Kachemak is just around the corner. Ice skates and skis have all been stored awaiting next season.

Very soon sport fishing will be the main topic of conversation along with hiking and camping.

The Homer FAA personnel are quite fortunate to be living in an area that abounds with halibut, dolly varden and several species of salmon, and of course, the mighty king crab and the smaller but very tasty dungeness crab. Also many fresh water streams in the area abound with trout.

Boating is a real fine sport here in the Kachemak. The bay affords many areas of scenic beauty with three large glaciers which can be seen from the Homer area, along with many beautiful inlets and towering snow capped peaks which make for a wonderland of picture taking.

Our station manager James Heay, specialist Calvin Funchs and local EMT Ed Long will be joining the New FAA MARS Ham net in the very near future. SEMT Joe Paquette worked into India a few nights back—radio call in India VU2AJ for you interested Hams. Paquette can be heard on the air via the brass pounding route, radio call KL7PI. Station manager Heay, Fuchs and Long are also on the Sourdough net which gets together with call-ups beginning daily at 6:30 p.m. Specialist Fuchs had the bad luck of having his 75 meter antenna blown down during a recent high wind. However, he is now back on the air with the Sourdoughs.

Bowling continues to be one of the major sporting events among the Homer FAA personnel. It appears that Sams will be buying the steaks at the banquet. Sams is the only FAA men's team here in Homer and we are about third place from the top. The Homer men's city tournament was held during the last week of March. Specialist Bob Grisham started out with a nice 652 with handicap for singles along with your reporter who had a 633 with handicap. The FAA women have had a good year. Mrs. Mary Graham, wife of one of our local mechanics, and Mrs. Alice Thompson, wife of your reporter, went to Juneau April 5 for the Alaska State Women's Bowling tournament.

For all those past Mukluk readers who were interested in whether or not Mrs. Thompson has finished assembling the Heathkit Organ—she has, and it is working perfect—touché, Anchorage Station.

Specialist Charles Hunts' new Volkswagen has arrived on the scene and they have already nicknamed it the Red Raider. Station chief Jim "Moon" Mullins has recently been appointed as the new president for the local Parent Teachers Association.

The following personnel will be departing on annual leave within the next few weeks: EMT Leonard Gilmore and family to Texas via the Alcan; Jim Mullins and family to Miami via the Alcan; and Joe Frost and wife Clara will fly outside to Seattle.

Until next time and a little further up the Bay this is your Kachemak reporter signing off.

Jim Thompson

GUSTAVUS

The second Red Cross Advanced First Aid Course, conducted by David Butts of the National Park Service, started during the month. This course is for the dependents of station personnel and for personnel who missed a portion of the first course due to conflicting duty assignments.

Raymond R. Slack

KING SALMON

The Weather Bureau and FAA personnel have formed a gun club called "The King Salmon Sportsmen Association." The bylaws have been drawn up and equipment for trap-shooting has been purchased. By late spring their building should be up and the equipment installed.

Floyd E. McKeever

FAIRBANKS

The big storm of the '62-'63 winter started March 23. The first heavy wet flakes of mushy snow fell soon after the end of the second race of the North American Dog Sled Championship. Initially, the slow scattering of sticky flakes covered the ground with an inch thick veneer of white.

Sunday morning the ground was covered with 4 inches of sticky mush. The falling flakes had bunched closer together and showed signs of continuing to fall for some time. The Dog Mushers Association managed to get the 30-mile trail open and the racing teams at 2-minute intervals kept it beat down during the race. The race was run in a near record time; that was the last normal movement for some time!

About noon I looked out the Fairbanks Center window at the deepening snow and decided to ask for the afternoon off. Out in Goldstream Valley where I live on a homestead, the roads were about to get ahead of me. If the snow got too deep or sticky, I wouldn't be able to keep them open with the meager equipment at my disposal.

I worked all afternon dragging the roads with an A-frame constructed out of 3 × 6 timbers. By sundown the roads were still open, but the falling snow was getting thicker, wetter and faster.

Monday morning there was a fresh six inches of snow on the ground. I was right back where I had been the afternoon before. I made one last frantic sweep over the main commuting section of the road before going to work.

I managed to get back to my homestead that night, but just barely. I high-centered in the deep snow about a hundred and fifty yards from my house. About 9:30 that night a cold wind sprang up from the southwest. The temperatures that had been half a degree on either side of 32 for 3 days began to drop. The next morning, the foot and a half of snow was a frozen cake of ice across the bottom of Goldstream Valley that held everything in a 10 below zero frozen grip. I was snow bound. I wasn't the only one either. Just about everyone in the outlying areas was in the same fix. Even in town where they had numerous types of snow removal equipment, they were in for more than a week of digging, scraping and hauling before things were back to a semblance of normal.

Bill Murphy went to Anchorage in late April for a symposium on Polar Routes, while Ron Logan tossed a small hard-times party symbolizing his recovery from the fire during the past Christmas season.

Harold Anderson broadened his training program to include up-grade and refresher training for journeyman-level personnel and Nolan Evans, Dick Edwards, and Charles Alter started their primary training.

During April Don Slater and Joe Grube have been pulled into training to assist Harold Anderson with his expanded program.

Bill Grotts is in the dog house with his boys. He sold the garden tractor his boys were planning on using to challenge the city traffic.

Clayton McGuire departed on leave to spend six weeks in the Chicago area and Tom Konklin moved into his new house in the Taku Subdivision.

Bill Schuster and Keith Thompson are on their last days of their final evaluation and Ron Wood and Jim Thorne are now certified to work Jet Advisory from the Fairbanks Center.

Erland D. Stephens

YAKATAT

Local air taxi flying was on the increase due to an oil company's starting work in the Yakataga area.

VOR and voice training programs are being held for all flight service specialists. All material is now being received from Oklahoma City, and lessons are being given as soon as material is received.

Loren Sasseen, our new power house operator, arrived March 14 from Sisters Island and general mechanic Melvin Rener spent two weeks in Anchorage attending the utilities course.

General mechanic Roy L. Phelps became asphyxiated on March 26 at 6:00 p.m. from exhaust fumes from the FAA vehicle. The exhaust stack under the hood came loose and the exhaust fumes came back into the cab. He was able to return to work after one day of sick leave. Lester Anderson, Engineer Equipment Mechanic, did a fine job of modifying the exhaust system to bring the exhaust pipe under the right front fender and back under the dump bed where it should be, instead of in front of the windshield.

John H. Hummel

KING SALMON

In King Salmon the station personnel are buzzing with activity as the coming of spring and fishing season are just around the corner.

Everyone is giving their boats a new paint job and making needed repairs or modifications. Boats are extensively used throughout the summer and fall for fishing, hunting and family outings. In the latter part of summer many trips by boat are made up river into Naknek Lake, covering as much as 150 miles in a single day.

Trout season opens the latter part of May, with the King Salmon starting their run up river in late June or early July, followed by the Silvers in August. Rainbows of 10 pounds and Kings of 35 pounds are common catches.

BIG DELTA

April marks the beginning of excellent flying weather at FSS Big Delta. We are enjoying more daylight hours than darkness, and our families are planning their summer activities with pleasure. These coming months make living in Alaska worthwhile and the long cold winter is quickly forgotten. Gardening, boating, fishing and pleasure flying will occupy our spare time this summer.

Many of us will take advantage of our PL 737 to visit friends and relatives outside. ATCS Phil Herb and family, ATCS Lyle Tandeske and family, ATCS L. D. Harman and family, and our Facility Chief Dan Larson plan to vacation in the lower 48.

The colorful Aurora Borealis is seen less even though the heavens are frequently cloudless. I have been asked numerous times to describe this luminous phenomenon, especially by my kindred, during our PL 737 visits to the southern states. It is like trying to explain how a chandell is performed while your hands are tied behind your back. At FSS Beetles Field I asked a native if he could describe these northern lights. He mused a moment and slowly drawled, "You can't, it won't stand still long enough." Our clear winter skies give us ample opportunity to gaze and enjoy these lights at night in sub-zero temperatures. The heavenly display of Northern Lights would dim any Chinese New Year's celebration with their man-made rockets and firecrackers. In all its splendor, an adequate word picture is beyond human capabilities. It races across the heavens in blazing shades of green, rose, amber, or red, constantly changing color and position. This luminous phenomenon resembles Christmas ribbons folding and unfolding in gorgeous clusters of multi-colored lace-like lights. It sways and dips toward the distant hills and then quickly rolls across the clear frosty skies like dancing fairies. Suddenly, it bursts into magnificent showers of spangles all over the tinted sky. Then as quickly and silently as it came, the enchantment is over, and it vanishes with the first rays of the glorious arctic sun. These are the things that cause us to pause and contemplate the wonders of a greater power and being.

Ptarmigan shooting has been excellent, as usual, along the Richardson highway near Rainbow Mountain and the entrance to Isabel Pass. The snow was waist-deep and snowshoes were necessary. In the past month many avalanches and drifting snow closed the highway frequently to travelers and hunters alike. The Ptarmigan flocks were numerous but somewhat wilder than usual. This was due to the heavy hunting pressure; these birds wise up fast. Moose were seen in large numbers along the road belly deep in snow grazing on tender willow tips—but where are they during September?

June Harman

BETTLES

Information has been received that station mechanic Russell McConnell has been hospitalized in Oklahoma City with a stomach ailment. He was attending Electro-Mechanical Class 45, and has been out of class for over two weeks.

Remt Willis M. Cowles arrived during the month to replace Richard McGinley. The Julian Morrison family of Kotzebue, is the selectee for the Bettles SEMT position.

William O. Nesbit

FORT YUKON

April has been a generally pleasant month at Fort Yukon, with warm sunny days and clear cold nights that are typical of the Alaskan interior. It has also brought a touch of spring fever, although there has been little time to indulge in this luxury.

Mr. and Mrs. Frank D'Estrella arrived from Unalakleet on March 23. Frank is the first Plant Maintenance man to be stationed at Fort Yukon. Relief mechanic Donald Bogi departed on the 26th en route to Anchorage, after spending about 4½ months here.

-S-T-A-T-I-O-N- -N-E-W-S-

Fort Yukon is experiencing an epidemic of influenza at this time. It is estimated that one third of the native population is afflicted. The Air Force AC&W site is restricted, and all local social activities have been suspended. No FAA employees have been affected, with the exception of Harvey Hanson. Harvey is recovering slowly, but was quite ill for a time.

Robert D. Thomas

ANNETTE

The Facility Chief, accompanied by the Tower Chief and Flight Service Specialists Inman and Stinson, participated in a Pilot/FSS briefing meeting at the White Cliff school auditorium in Ketchikan on the evening of March 7. The meeting was well attended, and considered so successful as to justify repetition on a semi-annual basis.

Recently Doctor K. Kasuga, Area Medical Officer, in charge of USPH Service, with headquarters in Anchorage visited Annette and advised that a Public Health Doctor would be assigned to Annette on July 1, 1963. The doctor will have his office in the Coast Guard barracks building. Having a doctor available at all times will be a great benefit to the residents of Annette and also Metlakatla.

During the past month almost every resident of Annette had been on the sick list due to a virus affecting the chest and throat.

By all indications King Salmon fishing should be real good this year. Two boats have already entered three Kings in our derbies.

Five softball teams have been organized comprised of FAA, RCA, USCG, Philco and the Airlines. Work is in progress to improve our ball field.

Carl E. Fundeen

BETHEL

Two Pastors had led a 'Gospel Rendezvous" at the local Pentecostal Church in Bethel. They left Bethel for Anchorage in a new Piper Cherokee, became lost and were guided back to Bethel by two of our controllers. Local Pastor James Gamble, connecting the incident with the Bible meaning of the word "Bethel," wrote the following poem which was published in the local paper:

"Remember Bethel"

"When fierce winds press
and clouds hang low,
And you aren't sure which way to go,
Remember Bethel, God's dwelling place,
Is beaming signals of siding grace."
The place where angel's feet have trod.
A ladder reaching to the sky
With angels descending from on high.
"When the compass of life is hard to read.
And the course you've taken
seems hard to heed.
Is beaming signals of siding grace."

Alan I. Haferbecker

MURPHY DOME

Well, Well, Well, it seems as though the dog team that delivers our mail used up all of its fish and really slowed down before it got our mail to us. Consequently this reporter still referred to our little paper as the Mukluk, but it ain't. Now we not only have something to look forward to but something to look up at, namely FAA HORIZONS.

The folks here at the "Little White Tower" will be saying a few "goodbyes and hurry backs," it seems that the Wallace Waldron family will be leaving for a little schooling in Oklahoma City. James Beaman and family will also be leaving the hill for some PL 737 and schooling. (Don't buy too many old rifles while you're outside, Jim.)

The folks up here were going to give a barbecue as a going away shindig, but all of the menfolk got tired of digging before they got to the portable pit. (A pizza party is planned instead.)

It seems that all of the male population of our little community are getting out their rifles and cleaning them up. (Hunting season already?) We had one of our little flock that got a little over eager with the wrong power and blew up his pistol. (Careful now, Bob.)

Mrs. Harry Breighner has finally arrived on this hill after a few days stay in Fairbanks because of a snow blocked road. (Whitey has been here about a month.) All here would like to welcome Mary. (Now we have seven hot coffee pots, but with two families leaving, we will be down to five.)

We had a bad snow storm up here last week; it started on Sunday night and with the help of the FAA snow equipment we had an open road the following Saturday. Well, this reporter has used up enough space and the coffee is on, so I'll close. Come up and see us, but call first as the road may be closed again.

Hilltop Harry

MOSES POINT

Station manager Donn R. Baker, Unalakleet, and general mechanic William R. McGahan, Moses Point, provided the first communications between Moses Point and the outside world after our Moses Point station suffered a critical power outage during a severe storm which started Sunday, March 24, 1963.

Both men are active, trained members of this Region's FAA Military Affiliate Radio System which has the primary purpose of providing emergency backup communications to our normal facilities.

Utilizing standard emergency procedures, the two established radio contact, thereby enabling the station manager, Moses Point, to communicate with the Regional Office via radio to Unalakleet and thence by commercial telephone to Anchorage.

Their skills and alertness appreciably hastened the ability of those in the Regional headquarters to assess the situation and provide assistance in rapidly restoring power and communications.

TANANA

A student pilot unsure of his position was guided to a safe landing at Tanana recently by personnel of the Tanana Station. A student pilot overflew Tanana on a cross country flight from Fairbanks to Tanana and became unsure of his position.

The Fairbanks radar center was advised of the difficulty when the pilot requested assistance from the FSS station at Tanana. Radar picked up the plane at 10 to 15 miles west of Tanana. Due to poor reception on aircraft radio, pilot did not receive instructions. A Wien plane on the ground at Tanana departed to try and intercept the aircraft and another inbound Wien plane was given instructions and advised he could follow one of the Wien aircraft to Tanana. Flight station personnel on duty were: James W. Gates and Ray Smith, Air Traffic Controllers: Station Manager John R. Andrews and Floyd Wheeler, Foreman mechanic, who acted as aircraft observer.