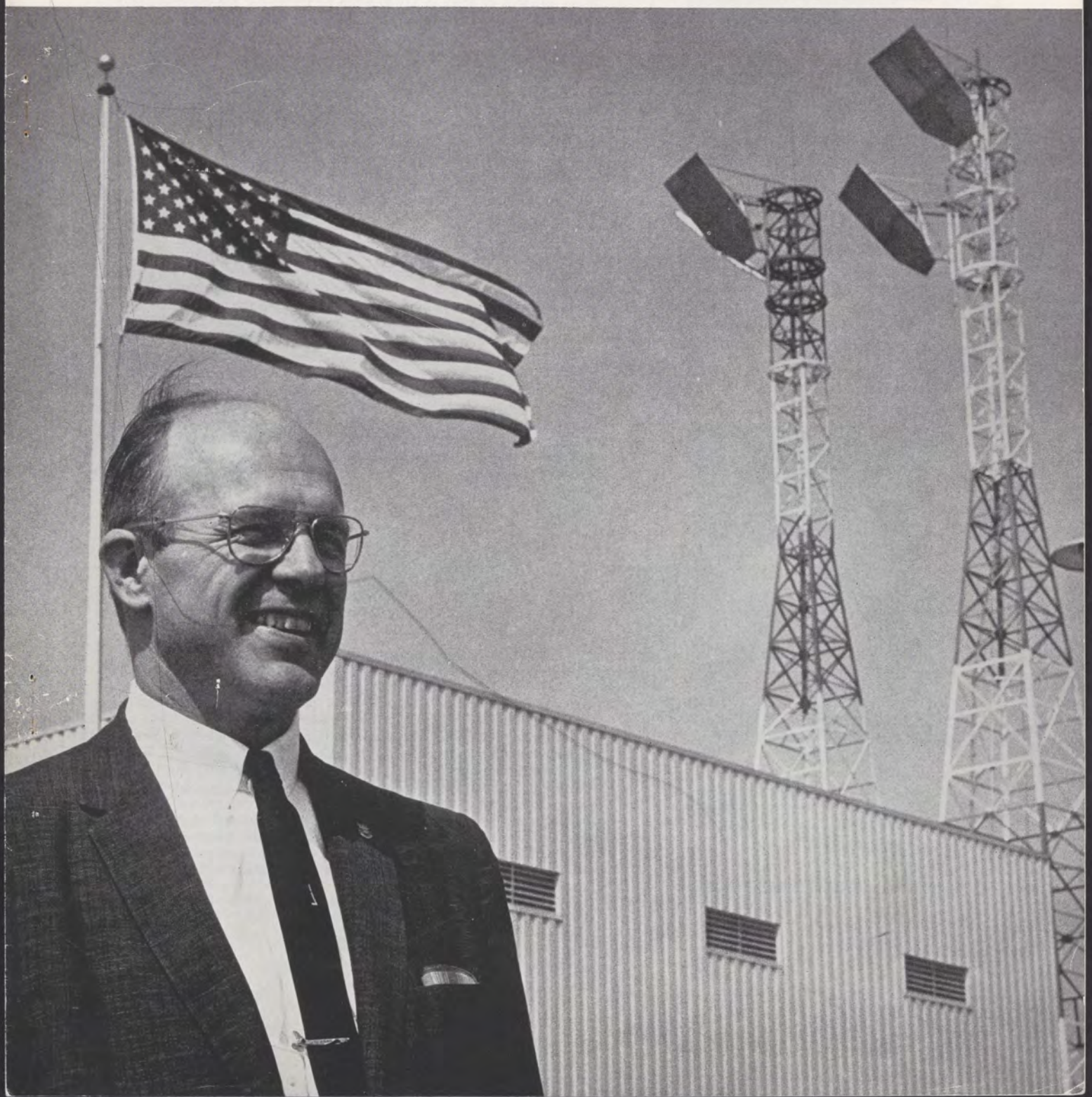
FAA HORIZONS

JULY 1963

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY



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FAA HORIZONS

COVER: David D. Thomas, Deputy Administrator for Programs, 25-year Government service veteran and early pioneer in air traffic control, is shown in front of the Washington, D.C. ARTCC which is located at Leesburg, Va. The Center is typical of new ones being built for the Agency. (See story on ATC on page 3).

Who's Who and What's What

THE CIVIL SERVICE COMMISSION plans to ask Congress for increased relocation allowances. CSC survey shows the average employee losing upwards of $585 to $1000 when he moves for the convenience of the Government. Heaviest loser is the GS-16-18 with dependents who sells a home, moves more than 1500 miles and then buys another house.

J. ROY BAXTER, Director of Administration and Personnel, and Darrell E. DeBow, Chief of Personnel, Training and Welfare Division, Canadian Department of Transport, visited Washington to study FAA's proposed classification standards for air traffic controllers. From Turkey came Yasar Okcuoglu, Director of Personnel for his government's Department of Civil Aviation. Here on an FAA assignment under the International Participants Affairs Program he spent two weeks observing OPT procedures.

D. W. MACKLIN, who was flying 707's when he retired from American Airlines a short time ago is now working in Flight Standards Air Carrier Division. Captain Macklin is the fourth airline pilot to join the FAA since the age-60 ruling became effective, March 1960.

PARENTS ARE REMINDED that children reaching age 19 are no longer considered "members of the family" for purposes of health insurance under the Federal Employees' Health Benefits program except when the child is incapable of self-support because of some serious disability. When a child reaches his 19th birthday (or marries before that date) his insurance as a member of the family stops, and he has 31 days (during which his old coverage continues) in which to arrange with the local office of the company which carries his parent's Federal plan for an individual contract. He cannot be refused because of ill health, nor can the contract be cancelled as long as the premium is paid unless there is evidence of fraud or over-insurance. It is timely also to remind everyone of the Civil Service Commission's announcement of a second "open season" in the FEHB program, when, between October 1 to 15, 1963, Federal employees will have the privilege of changing from one health plan or option to another.

A SHORT—3½ day—intensive, Air Traffic Control Indoctrination Course for FAA Executives who have been prevented from taking the longer course because of the time factor, has been added to the curriculum at the Aeronautical Center. Two classes were held in June, for Washington Office employees only. Other classes, to be filled with high-level personnel from Government and industry who require this knowledge, will follow at the rate of one a month.

AN ANCHORAGE light-plane pilot, lost above the cloud-covered Portage area, was guided to a safe landing by Anchorage Station FAA controllers. Lt. Col. Samuel F. Plame, flying an L-17 owned by the Elmendorf civilian flying club, was on a VFR hazardous route-reporting flight plan from Cordova to Elmendorf. After departing Cordova at 10:13 a.m. the customary 10-minute position reports required on this type of flight plan were not being received by the FSS. Becoming concerned, Harold Nordstrom, controller at the flight service station at Merrill Field, called the aircraft and contacted Plame at 11:34 a.m. Plame advised he was unsure of his position above an overcast at 10,000 feet on a 270 degree heading, and requested assistance. His report was relayed to Albert Iverson, controller at the radar control center, who sighted him on the scope and gave him a heading of 260 degrees to bring him over Fire Island, where a break in the clouds enabled him to land safely at Elmendorf Air Force Base at 12:13 p.m.

THOMAS / Synonymous with Safety

The recent promotion of Dave Thomas to the newly created post of Deputy Administrator for Programs should come as no surprise to anyone who knows the hard-driving 50-year-old Federal Aviation Agency veteran.

Thomas, who served for the past five years as Director of Air Traffic Service, was notified of his promotion by Administrator Halaby on June 12 at a White House ceremony where President Kennedy presented Thomas and four others with the President's Award for Distinguished Service. The award, highest honor paid career Government employees, includes a gold medal and citation.

These two honors follow closely the April presentation of the 1963 Laura Taber Barbour Air Safety Award to Dave. The award, a major one in aviation safety, is the gift of Dr. Clifford H. Barbour, Sr., and his son of the same name, both of Pittsburgh, in memory of Dr. Barbour's wife, who was killed in a plane crash in 1945.

Administered by the Flight Safety Foundation, the award cited Thomas for his "distinguished contributions . . . in the administration of air traffic control services for over a quarter of a century. . . ." Describing him as ". . . one of the outstanding experts . . . in the world, on the management of air traffic control . . ." it says he has earned "the unqualified respect and admiration of the Congress, the aviation industry, and the public."

The citation also states that ". . . controllers have responded to his sympathetic understanding of their problem by a loyalty and devotion to duty unique in the federal service. As a result the productivity of controllers has markedly increased in terms of operations handled per individual controller."

A reporter interviewing Thomas once commented that he didn't understand why the ATC Director didn't quit his government job for one in private industry.

The reporter's comment came at the end of the first day's hearings by the Civil Aeronautics Board on the mid-air collision over Staten Island, N. Y., between two airliners in December 1960. The catastrophe, which killed 134 people (including 6 on the ground in a Brooklyn street), was aviation worst peacetime disaster.

Thomas had been the principal government witness that day. It would be a major understatement to say that he had been under great strain. It was the first time two planes under ATC had had a fatal mid-air collision. In Thomas's mind, the hearings would be a trial of not only the ATC system and the some 15,000 specialists on whom it depended—including his own career—but the then one-year old FAA itself.

If the reporter had known Thomas better he would not have been puzzled over why he didn't trade his crisis-ridden, exacting job for one less demanding in private industry.

On a mid-April evening in 1945, a Douglas DC-3 commercial airliner en route from Pittsburgh to Birmingham crashed into a mountain slope, disintegrated and burned, seven miles northeast of Morgantown, West Virginia. The 17 passengers and three crew members were killed.

Among those killed was Mrs. Laura Taber Barbour, the wife of a Presbyterian clergyman and the mother of a young son. She had flown on scores of commercial flights and was always an interested and enthusiastic passenger. The flight which took her from her husband and her son should have been as normal and as safe as each of the other trips she had taken. It was not.

Her husband, Dr. Clifford Barbour, watched the post-tragedy Civil Aeronautics Board investigation in anguish, but with fascination. The major portion of the aircraft had been consumed by fire and all records normally contained within the airplane, including the flight plan and flight log, were destroyed. Nevertheless, after an exhaustive examination of all available data, the CAB was able to arrive at a probable cause: ". . . the action of the pilot in continuing flight over mountainous terrain under instrument conditions at an altitude below the minimum authorized instrument altitude."

Dr. Barbour was amazed that the investigators could study the fragments of the wreckage and determine that both engines were delivering power at the time of impact; that the propellers had been set within cruising pitch limits prior to the crash, and that they could be almost certain that there had been no equipment failure. He was also impressed that the investigating teams could determine that the plane was in a descent of about 330 feet per minute and was banked slightly to the right at the moment of impact—merely by examining the severed tree tops on the mountain slope.

In reconstructing the flight evaluating the extent of the poor weather conditions over Morgantown, speculating why the aircraft was off course, and appraising scores of other facts and estimates, the CAB pursued its exhaustive examination. Dr. Barbour watched the investigation teams eliminate all possibilities, methodically and one-by-one until, on the basis of all available data, they could offer the probable cause of the accident.

Impressed with their approach and technique, Dr. Barbour and his son created the Laura Taber Barbour Air Safety Award as an incentive to stimulate even more personal initiative in these studies. Since 1956 it has been presented each year to an individual in aviation who has made a distinguished contribution to flight safety.

This Airways Traffic Control Station of the 1930's (darkened by a Newark power failure) is typical forerunner of ARTCC's.

The photo at right is no Buck Rogers world of tomorrow laboratory. It is the brand new Washington ARTCC with automatic equipment that makes the 1945 Oakland ARTCC (l.) with manual operations look quaint.

Voice recorders are not new in ATC operations but modernized equipment marks the change from the old Edison recorders (left) to bank of 22 channel, 16-hour tape recorders on one console on page 5.

Since his youth, Thomas has been dedicated to aviation and to making it safer for those who fly. He literally "lives" his job day and night and from his unswerving devotion have come many of today's major air traffic concepts.

Thomas' aviation career was launched back in the 1930s when he went to work for Interstate Airlines (forerunner of American Airlines) at Murfreesboro and Chattanooga, Tennessee. When he wasn't dispatching planes, flying planes, changing spark plugs, or greasing planes, he would sweep the hangar, paint, count the mail, and perform other chores.

Thomas was with the company as a cooperative student, dividing his time equally between the University of Tennessee and the airline. In 1938 he went to work for the Pittsburgh Center as an assistant controller. He got into traffic control work because of his admiration for a man named Earl Ward.

Posterity will remember Ward, general manager of Interstate Airlines in those days (and later an American Airlines vice president), as the founder of Federal air traffic control rather than as an airline executive. Ward, now dead, became concerned over the lack of traffic control service for en route flights while he was flying the airways in the early 30's as an airline pilot. In 1935 he banded together a few airline dispatchers and pilots and gave them the name of Air Traffic Control, Inc. Their salaries were paid by the airlines. Ward quit as an airline executive and became the unit's chief.

Starting out with the Chicago airways station as a nucleus in 1935, Ward hustled around the country recruiting additional controllers. By mid-1936 Newark and Cleveland joined ranks with Chicago. ATC, Inc. now boasted a force of 10 or 12 men. On July 6, 1936, its members signed on with the Bureau of Commerce and airways traffic control became a function of the Federal Government.

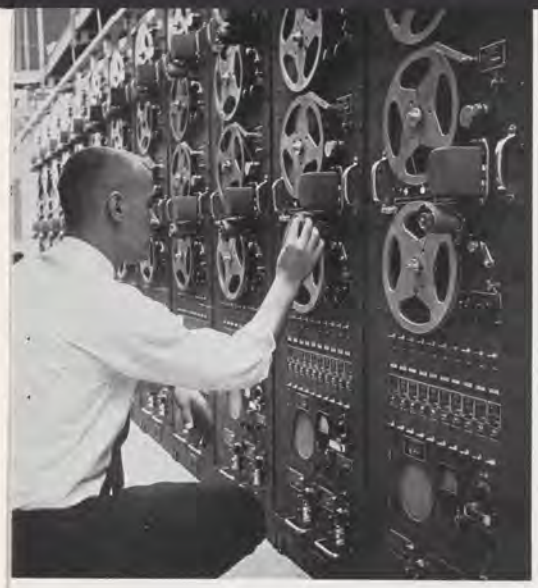
Thomas considered Ward a brilliant man and when he offered young Thomas a job at the newly-started Pittsburgh Center, Thomas jumped at the chance. In fact, he entered into his new career with such zest that salary was of secondary concern. Actually, for about a month he worked without pay. He simply had never taken time to fill out an employment form and, consequently, the government pay office had no record of the young controller.

Among Thomas' colleagues at Pittsburgh were Archie League, now Assistant Administrator of the Southwest Region, and "Emmie" Mehrling, head of the Operations Research Staff in the ATS Program Control Division.

Thomas' proficiency in his new career field was demonstrated very soon. At the Cleveland Center, where he went several weeks later, he was part of a group that conceived the idea of direct pilot/controller communications which is, of course, commonplace today. The unwieldy and time-consuming chore of having to contact in-flight pilots through an intermediary—generally the airline dispatch office—irked the controllers considerably. Thomas and Homer Cole, who opened the facility in 1936 as center chief (Cole is now a project manager in ATS' Systems Requirements Division and Wes Schott (recently retired as a Major General, USAF) worked out an agreement with the center's neighbor, the airport communications station, to use the station's radio weather broadcast frequency for talking directly with pilots when it was not in use. This was done by running a microphone line to the communications station and listening on a home-type short wave receiver. This tied in the center to the airport's four-course radio range, the facility through which the weather broadcasts and other messages were sent.

Other major advances in ATC with which Thomas' name is historically linked are the following:

Assignment of approach control. Assigning this control to



Electronics Age: Before and After. Automation cannot replace air traffic controllers, but together they increase air safety.

the tower made for a more even spread of workload and gave approach control responsibility to the man closest to the scene. Formerly, it was a function of the center.

Federalization of municipal airport traffic control towers. This project, which standardized control procedures for handling local traffic, was essential for the national defense shortly before the United States became a participant in World War II.

Realignment of center boundaries. Today, 17 FAA centers are already housed in new and modern quarters. The reduction of 29 domestic centers to 21 is well under way as new center area boundaries go into effect. Purpose of the program is to make traffic control service along the major arteries of flight activity more efficient by balancing controller workload, cutting down on pilot/controller communications workload, and effecting greater operational economy.

Off-the-shelf computers. While rudimentary in function, the present computer represents the closest thing to the automation being planned for the air traffic control system.

Widespread use of radar. While the use of radar for civilian air traffic control got an embryonic start immediately following the end of World War II, it wasn't until about 1954 that radar as a primary tool for the controller got its big push. By this time, Thomas was Deputy Director of the CAA's Office of Federal Airways and he campaigned loud and clear for more and better radar as a means of providing users better and safer traffic control service and, also, more efficient use of the diminishing airspace.

Higher grades and professional recognition for controllers and flight service specialists. Proof of Thomas' success along these lines is the fact that the average salary of controllers is now approximately $10,000 a year, the highest of any Federal group of technician-specialists.

The role of the Flight Service Station. Thomas and Jim Pyle, FAA's former Deputy Administrator, worked hard on developing flight services for the VFR pilot. Two such programs are the PIREPS program, which makes the station a medium for the exchange of up-to-the minute weather information obtained from pilots in flight, and the VFR flight following service, which provides an extra measure of safety to light-plane pilots through a system of periodic radio reporting by VFR pilots on their flight progress.

As Deputy Administrator for Programs, Thomas will exercise control over four major Services: Air Traffic; Flight Standards; Airports; and Systems Maintenance.

Despite his busy schedule—only a pressing family matter draws him away from his desk before 7 or 8 or later every night—he takes time to go into the field to learn at first hand about the problems that face the users.

As a pilot he flies up to 30 hours a month on field trips. He has flown most representative types of aircraft, including the military Century series, the B-52, the C-135, Boeing 707's, etc. He stays current in the FAA's Queen Air (a Beechcraft) and its administrative DC-3s.

While Director of Air Traffic Service Thomas inaugurated a series of informal "man-to-man" letters with the air traffic control specialists who man the system. He did this one day with a sudden realization that he was becoming just a name to the men who looked to the "Number One Controller" as an example of dedicated service. The letters provided a bridge for personal communication.

The fact that Thomas got the Barbour Award for Air Safety in 1963 attests to the unique quality of the man and the constructive influence of his words and actions upon aviation, including military as well as civil.

ADMINISTRATOR'S NEW PROGRAM OFFERS MEDALS AND MONEY TO ONE AND ALL

Shown are Gold and Silver Medals to be given FAA employees for Exceptional and Meritorious Service.

The Administrator's Recognition and Awards Program, revamped and revitalized, will go into effect July 1st. The new Program offers the FAA employee the greatest opportunity for recognition he has ever had and, at the same time, provides supervisors with a serviceable and easily manageable tool for encouraging employee initiative and competence.

The new approach comprises three elements: honorary awards, performance awards and the suggestion system.

Included under honorary awards: Decoration for Exceptional Service—This is the highest FAA award for employees. Granted only by the Administrator, it consists of a gold medal, lapel rosette, and a certificate.

Meritorious Service Award—The second highest award, consists of a sterling silver medal, lapel rosette, and a certificate, and is granted ony by the Administrator.

The Certificate of Achievement—This is the third highest award and may be granted by Deputy Administrators or by Regional Assistant Administrators and consists of the new Certificate of Achievement.

The Performance Awards are:

Sustained Superior Performance Award—A certificate and a cash award ranging from $100 to $350. It is given in recognition of superior individual performance for a period of at least six months.

Special Act or Service Award—May be granted to individuals or groups of employees for contributions within or outside of assigned job responsibilities. It consists of a certificate and a cash award.

Quality Performance Within-Grade Increases—This award may be granted once every 52 weeks and does not affect the waiting period for a merit step increase. It is a way of recognizing the achievements of employees who cannot be promoted immediately by awarding them a pay-step increase for past and anticipated future performance at a level distinctly above that which is considered acceptable.

Length of Career Service and Retirement Awards—These awards consist of retirement certificates and length of career service emblems. Employees are eligible for the emblems when they complete ten years' Federal service and each five years thereafter.

Employee suggestion awards—The award for adopted suggestions consists of cash and a suggestion award certificate. Awards may be granted for adopted suggestions which result in tangible benefits, in intangible benefits, or in a combination of both. Cash awards may be as high as $25,000. Three major provisions have been made for minimizing delays in processing suggestions: They are: (1) establishment of awards coordinators who have the responsibility in their areas for assuring that evaluation of suggestions are factual and complete and that suggestions are adopted or rejected by proper authority; (2) setting of time limits on processing procedures; and (3) the simplification of awards payments.

Streamlining the entire program has done away with much of the administrative routine. To illustrate: it is no longer necessary for a committee to review a nomination for a performance award. By providing for the delegation of approval authority to the division level, and air traffic control specialist, for example, could be granted a performance award in a rapid, three-step action. First, be nominated by his immediate supervisor or facility chief; second, have branch chief concurrence, and third, be approved by the air traffic division chief who (if approval authority has been delegated) could then make the award.

The program works the same for honorary and suggestion awards, except that the approval authority for honorary awards is retained by top management, and suggestion awards of over $1000 may not be approved below the Administrator.

To make sure that the program is run correctly, and as a means of achieving overall program evaluation, provision is made for a Recognition and Awards Board to perform these tasks at the headquarters level and for Advisory Councils in Regions, the Aeronautical Center and NAFEC. In addition, they will review nominations for honorary awards.

Program evaluation will be carried out periodically by the Office of Personnel and Training in conjunction with personnel management surveys.

FLIGHT STANDARDS DEVELOPS LIGHTWEIGHT CONSOLE FOR OVERSEAS INSPECTION

A lightweight console for inspecting navigation aids in flight has been developed by the Aircraft Services Base at Oklahoma City under the guidance of the Aircraft Engineering Branch, Flight Standards Service. The console was designed especially for use in foreign countries where NAVAIDS are few and there is no requirement for the elaborate and complex systems used by FAA for flight inspection in the United States.

The console is accurate, reliable and economical. With all its instrumentation it weighs but 140 pounds (by contrast an FAA CONVAIR carries 2½ tons of gear) and can be adapted for use in nearly all types of aircraft. While primarily designed to record signals from the international standard navigation aids, very high frequency omniranges (VOR) and instrument landing systems (ILS) it can be adapted to take on Distance Measuring Equipment (DME) and marker beacons.

The FAA, through the Agency for International Development (AID) will furnish the flight inspection consoles to those of our allies who request them.

At the present time, Israel, Turkey, Greece, Somali, Chile, Mexico, Indonesia, and the United Arab Republic are among the countries building up dependable and accurate airways systems with engineering and technical assistance from the Aircraft Services Division of FS.

Lightweight console weighs only 140 pounds.

ATC SYSTEM ERROR REPORTING PROGRAM SEEKS TO IDENTIFY TRUE CAUSE

Positioning of "shrimp boat" markers on radar scope is serious business requiring attention to details.

Some time ago a radar controller working a busy sector placed a "shrimp-boat" (a plastic marker used on radar scopes to identify aircraft) on an aircraft target which minutes later proved to be the wrong target. A hazardous situation suddenly took shape involving two jets on conflicting courses. But for the alertness of one of the pilots, violent maneuvering of the aircraft would have been necessary to avoid a mid-air collision. Investigators said radar mis-identification of one of the aircraft caused the incident.

The incident was due to a control error. A human controller made a mistake. Why? Why was the marker placed on the wrong target? Why did the supervisors on duty permit the traffic to increase to an unmanageable level? What should the standard be for determining the maximum number of planes a controller can safely handle at any given moment and, should the standard be fixed, or made flexible, depending upon such factors as individual controller capability, availability of relief personnel, concentration of traffic in the area, etc.?

Along related lines, was the radar display satisfactory? Were communications working? Were they adequate? Was the airway involved laid out efficiently? Was the sector layout satisfactory? Could the controller reach all communications and radar controls without diverting attention from the radar picture?

What about the human element—was the controller distracted by something or some one, such as extraneous noise, bad lighting, pilot harassment, congested frequencies? How long had he been working without relief?

Most important, what could be done to avoid a repetition of this and similar types of human error?

For a recent six-month period, investigators determined that of over 200 reported near mid-air collisions, 35 were valid. They attributed six to control error. Some people will say this is not a bad record. Others will disagree. The unpleasant and intolerable fact is one control error can be one too many.

Beginning August 1 the Air Traffic Service in cooperation with other Agency departments will put into operation the new ATC System Error Reporting Program. The new program makes use of a comprehensive questionnaire for collecting uniform objective data on a nationwide scale. It will provide a solid and efficient basis for identifying and analyzing the cause of ATC incidents and for taking effective remedial action to prevent the same error from recurring.

The program will provide a uniform method for investigating and reporting control incidents in sufficient depth to probe behind the human error. In the past, in analyzing control incidents for cause the emphasis has been on the human element. While in some cases investigation reveals substandard performance by the controller as the primary cause, in most cases the chances are excellent that other factors in the system bear greater weight. They might be equipment failure, malfunction or sub-standard design; inadequate control procedures; unexpected surges of traffic, or development of a sudden unusual traffic situation; pilot harassment or pilot noncompliance with instructions; poor working conditions; abnormal distractions—all of which may be beyond the controller's ability to handle while controlling traffic.

Provision will now be made for obtaining maximum information on all system factors before a judgment on causes is made.

At the Washington level, field investigative reports will be studied to seek out weaknesses in procedures, training requirements, equipment layout, rules or any other national program or standard that may be revealed by the reports.

The ATS System Error Reporting program is expected to increase the overall effectiveness of the air traffic control system by providing a better working environment for the controller and a higher level of safety for the user. Toward this end, and in a very real sense, the new program will begin where previous investigative actions left off.

CHILD DISFIGURED IN MILL ACCIDENT HELPED TO NEW LIFE BY FAA WIVES

A 10-year-old Indian girl who lives in western Honduras can now face the world with confidence because of the actions taken by FAAers who are attached to a Civil Aviation Assistance Group in her country, their families, and other North Americans living there.

Mrs. Harley Hansley, wife of an air traffic specialist, assigned to the CAAG in Tegucigalpa, heard about Lucinda Ulloa del Cid from the doctor who took care of her after a conveyor belt in the village mill slashed her scalp. So badly was Lucinda hurt that when she left the hospital seven months after the accident 80 per cent of her scalp was permanently without hair and she was doomed to grow up wearing a scarf around her head.

Mrs. Hansley told Lucinda's tragic story to the United States Government Wives Club and the ladies got busy. First they located the child in the small village of western Honduras of Jesus de Otoro where she lives with her parents and nine brothers and sisters. They brought her to Tegucigalpa, had her cranial measurements made, and then sent her home to wait while they enlisted the sympathy of an expert wig maker in Washington, D. C. who promised a $425 production at cost. They raised the money to buy it and later watched as it transformed a courageous but disfigured little girl into an attractive and happy one.

Another FAA wife who had a hand in the rehabilitation of Lucinda is Mrs. Lemuel Bell whose husband is a CAAG electronics technician.

Mrs. Hansley (L) and Lucinda visit U. S. Ambassador and Mrs. C. R. Burrows at the American Embassy.

FS JUGGLES DC-3 INSPECTION TIMETABLE; "DOES MORE BY SPENDING LESS"

One of the Agency's most difficult problems is to figure out how to stretch its $810 million dollar budget without compromising, much less endangering, air safety. At least one key to the problem has been found by the Aircraft Services Division of Flight Standards Service.

By changing its overhaul system for the 65 DC-3's in the Agency's air fleet, FSS will save FAA nearly 78,000 man hours a year. By diverting these 78,000 man hours into different areas, the Agency will gain annual cost-benefits that will permit it to push ahead faster in its aircraft program area.

FSS had been permitting airlines and commercial operators to put their DC-3's in for overhaul after 13,000 flying hours. The Agency had been bringing its own DC-3's in for overhaul after 6,000 hours due to its exacting mission requirements.

Because of the obvious inconsistency, the Aircraft Services Division began an extensive review of its overhaul program for the DC-3's. It studied maintenance trends, evaluated the operating costs, considered both the superstructure and the components of each plane, and examined the log books for each DC-3 the Agency has ever owned.

On the basis of all these studies, FSS discovered that it would indeed be possible to reorganize the actual overhaul procedures for consistency to the industry and to effect economies without jeopardizing safety.

The new overhaul program consists of four 3000-hour visits to the Aircraft Services Base in Oklahoma City, with overhaul being completed upon reaching 12,000 hours flight time. Component parts requiring time change will be changed at the appropriate ASB visit. Aircraft will be scheduled so that over a two year period all DC-3 aircraft will have been processed through the ASB. On this basis all DC-3 aircraft will have been completely overhauled in eight years. In addition to these 3000 hour Block Inspections, each DC-3 will have Numbered Inspections according to the basic system and supplemental check lists, engine run-ups and functional checks, and the daily and pre-flight inspections. The Numbered Inspections will be held at intervals not to exceed 150 hours.

According to the new system, there will be a maximum of two aircraft in the overhaul line at one time; before, there were five. This not only reduces the amount of men on the line at one time, but also makes three additional DC-3's available for the FAA flight programs without added cost to the Agency.

The Aircraft Services Division of Flight Standards Service has unlocked one door leading to sensible, safety-adding economy in the FAA. That key will not unlock different doors leading to other types of problem solutions, but it illustrates one effective way the Agency can accomplish more by spending less.

CENTRAL CONTROL OF AGENCY AIRCRAFT BEING TESTED BY SOUTHERN REGION

Cy Pruitt scans Facility Status Board and Airplane Situation Map to get current view of Region.

On October 1, 1962, the Southern Region began a test program on Control Central—a new operating concept for the control, dispatch and communications involving the Agency's aircraft fleet.

The new concept, suggested by the Southern Region, was given approval by the Washington Office. At the Assistant Administrators' conference in Williamsburg, Administrator Halaby endorsed the program as an outstanding example of efficiency and progressive planning, and also prescribed national implementation and expansion of functions involved.

Control Central utilizes direct communications with each airplane and provides greatly increased efficiency in agency aircraft operations.

Other programs are already being accomplished by Control Central. Duties of the Regional Communications and Duty Officers have been combined and are being accomplished in this section. Emergency communications are being terminated in Control Central as they develop. Arrangements are in progress to display the operational programs status of the Region and to function as an integral part of the Regional Command Staff in times of National Emergency.

The "Aircraft Fleet Operations and Program Accomplishment" report for the first half of fiscal year 1963 contains the following comments on the Southern Region Control Central Program:

"The Southern Region obtained by far the highest utilization rate per DC-3, Type II, aircraft of all Regions—an average of 661 hours per aircraft during this six-month period. This was accomplished through the establishment of a 70-hour flight inspection aircraft work week in conjunction with their proposed Control Central Project. It is one of the most noteworthy efforts to achieve maximum efficiency that has been developed within the Aircraft Program for some time.

"With this increase in utilization by the Southern Region, there was also an increase in the time out-of-service for maintenance. The average percentage of time out for maintenance of total hours assigned for DC-3, Type II, aircraft is 15%—8% scheduled and 7% unscheduled. Reports from the Southern Region reflect 23% of assigned hours out for maintenance—13% scheduled and 10% unscheduled. There was also a significant reduction in the in-service hours not flown because of non-duty and idle time for these aircraft—46% of the total hours assigned instead of the average 64%."

George L. Lanka Harvard Bound for Year's Study on Scholarship

George L. Lanka, a transportation economist in the Office of Policy Development, became the first FAA employee to win the Career Education Award from the National Institute of Public Affairs. The award includes a year of graduate study using funds provided by the Ford Foundation.

Lanka will attend Harvard University next year in a special course directed toward teaching mid-career public administrators the social, economic, and political problems confronting civil service executives.

Lanka, an FAA employee since 1958, is an economic analyst who forecasts long-range activities in civil aviation.

FAA 'SKYJACK' UNIT READY TO GRAPPLE WITH EMERGENCIES IN THE SKIES

First group of FAA Peace Officers in meeting with Attorney General Kennedy.

Kennedy administers oath to Ken Hunt while FAA Administrator Halaby watches.

A special group of FAA peace officers, organized last year to help prevent aircraft hijackings, has completed a one-week refresher course in law enforcement techniques and procedures at the United States Border Patrol Academy in Port Isabel, Texas.

All of the men are graduates of a specialized training course given at the Border Patrol Academy in February and March of 1962. They subsequently were sworn in as Special U. S. Deputy Marshals by Attorney General Robert F. Kennedy.

Administrator Halaby pointed out the value of recurrent training in maintaining peace officer proficiency in the techniques of armed and unarmed defense. He said the Agency plans to have the refresher course repeated annually.

Halaby initiated the Peace Office program to enforce the Federal statute covering air piracy and other crimes committed aboard aircraft. The statute was enacted by Congress following a wave of skyjackings in the Spring and Summer of 1961. It was signed by President Kennedy September 5, 1961.

The marshals will be assigned to ride airline flights on request from company management or the FBI. They will wear civilian clothes and may travel in any section of the aircraft to which they are assigned.

In a skyjacking attempt, the officers have been trained to disarm the skyjackers or take other appropriate action consistent with the safety of passengers and crew. Although armed, they will avoid use of firearms if at all possible.

All of the marshals are employed by FAA's Flight Standards Service as aviation safety inspectors. They will continue in their regular jobs except when on special assignment as Peace Officers.

Those currently available for duty were handpicked early in 1961. Each was carefully screened and tested to assure that he was both physically capable of performing Peace Officer duties and sufficiently stable emotionally to be dependable under considerable stress.

All but one are veterans of the armed forces. Several have served as many as 20 years in the military as commissioned officers before joining FAA. Their average age is 40, and all are married.

During the initial and refresher training courses at the Border Patrol Academy, the men received an intense indoctrination in the duties, responsibilities and authority of FAA Peace Officers. They also were taught basic law enforcement and practices pertaining to arrests.

Training was given in the use of firearms, including the .22 and .38 caliber pistol and pen-type tear gas gun. In addition, they were schooled in judo and other techniques for subduing violent persons without using firearms.

A review of previous skyjacking incidents was included in the initial training program. The officers were briefed by Leonard W. Gilman, an official of the Immigration and Naturalization Service, who helped to disarm and capture the hijackers of a Continental Airlines jet at El Paso, Texas, in August 1961.

The ability to draw and fire accurately in one swift motion comes only through diligent practice drills.

Proper stance and gun position are two key points in weapon training. Vital areas are marked on targets.

This is no task for the hesitant. Physical coordination, determined, swift movement are needed here.

FAA AND CAP PLANS ENCOURAGE GENERAL AVIATION

William J. Schulte (1), Mrs. Nona Quarles, Cols. P. Ashworth, P. Turner, discuss CAP program.

Plans are underway to develop a closer working relationship between the FAA and the Civil Air Patrol, the voluntary civil auxiliary of the U. S. Air Force.

Administrator Halaby, recognizing the contributions of the CAP to the encouragement and development of civil aeronautics in the United States, is anxious to implement an active FAA/CAP program of cooperation and support in areas of mutual interest.

The CAP was a child of war, born to give civilian support to the Air Force in its mission of maintaining American air supremacy. During many of their wartime activities light aircraft flown by CAP members made reconnaissance flights along costal areas; they transported 3½ million pounds of mail, military personnel, and cargo for the Air Force; they searched for missing military aircraft; and they made mock raid missions to test local blackout practices and air raid warning systems.

During the war, its usefulness as a civilian auxiliary to air arms of the military services was developed, its cadet program was inaugurated, and its administrative organization established.

Today, in peace, the mission and the responsibilities of the CAP have changed. Congressional legislation has made the CAP a private, non-profit civilian corporation. Public Law 557 designates the CAP as an Air Force auxiliary, whose 76,000 members fulfill the non-combat mission of the Department of the Air Force. With organized units in each of the fifty states, D. C. and Puerto Rico, its major program areas are search and rescue, emergency communications, civil defense support, and aviation education. The CAP members are classified either as senior members who must be at least twenty-one years old, or cadets, who must be between thirteen and twenty years of age.

Senior members who are not pilots render public service during local and national emergencies and maintain a radio network covering all parts of the United States for both training and emergency use.

Flying assignments for qualified pilots include air search and rescue, aircraft wreckage marking, support of Air Force installations in aerial control, direction, and surveillance of surface traffic, courier and light transport flights, aerial photographic missions and reconnaissance flights, radar test and ground control monitoring flights, aerial assistance in local disaster or emergencies, aerial participation in civil defense activities, and emergency aerial communications. Aircraft used in senior member activities are corporately owned, member owned, or privately owned and loaned.

The CAP Cadet program is an ambitious educational effort to encourage interest and participation of youth in civil and military aviation. Cadets receive extensive ground and pre-flight education and training both in their home units and at summer encampments on Air Force bases to learn about military operations and military life. Each summer a Jet Orientation Course is held at an Air Force installation to acquaint outstanding male cadets with jet aircraft. The female counterpart of that course is the Jet Age Orientation Course, which familiarizes the outstanding girl cadets with the Air Force's current programs and career opportunities for women.

FAA's Academy in Oklahoma City annually conducts an orientation program in Air Traffic Control for 50 outstanding CAP Cadets.

The International Cadet Exchange Program extends to twenty-two countries and sends carefully selected cadets abroad to get an insight into life and aviation abroad. Each country visited reciprocates by sending an equal number of cadets to this country for the same period of time.

The Administrator envisions long-range potentialities of a strong cooperative FAA/CAP program. He and William Schulte, Assistant Administrator for General Aviation Affairs, who is coordinating the program, believe the CAP is a unique instrument through which the FAA could discharge some of its statutory responsibilities for the promotion, encouragement, and development of civil aeronautics.

Gonul Simsek of Istanbul, Turkey ATC's First Foreign Girl Graduate

Howard Hammes, IAS, awards diploma to Gonul.

Pilots coming in to Istanbul's Yesilkoy Airport should find air traffic control more interesting these days with Gonul Simsek in the tower. She is the first foreign woman to be trained as an air traffic controller in the United States. Her training was supervised entirely by the Agency.

Miss Simsek arrived in this country in late June of 1962 under the auspices of the Agency for International Development (AID). After a week-long orientation course in Washington, she flew to the FAA Academy at Oklahoma City and spent 17 weeks taking the regular ATC course with a class of 13 other foreign nationals. With that behind her, she took a basic radar course for nine weeks.

From Oklahoma City, Gonul went to the Salt Lake City Control Tower for her first on-the-job training experience. After eight weeks, she returned to the FAA Academy to take an instructor's course so she would be able to teach other Turks rudiments of air traffic control when she returned. Her second on-the-job training course was in Phoenix where she spent two weeks at the Agency's air route traffic control center.

At the end of ten months—last April —Gonul made her second trip to Washington D.C. where she received her ATC certificate, and held Exit Interviews with both her AID training officer and her FAA technical advisers. A final week in Berkeley Springs, Virginia, with other foreign trainees under AID sponsorship, offered a communications seminar.

Gonul Simsek spent most of her time in FAA classrooms or practicing at FAA ARTCC's, Towers, and Flight Stations, which will be of direct benefit to her own country. She leaves with this country, however, with the benefit of scores of speeches given to church groups and civil clubs about Turkish life and her Moslem religion. She leaves with the FAA the memory of a delightful foreign national.

CASE HISTORY: A Problem in Medical Certification

The Problem: A 43-year-old commercial pilot indicated on his application for medical certification in Item 23 that in December 1960 he had an "examination for some sort of attack or seizure." The AME stated that the applicant had been observed in a definite epileptic state in the emergency room of the local hospital in November 1960. The airman was subsequently requested to provide more information concerning this history.

In May 1962, a neurosurgeon examined this airman and stated that no diagnosis could be made; that while the patient had had one seizure in 1960, the electroencephalograms of November 1960 and May 1962 were normal. A second physician submitted a report in June 1962, which also stated that no diagnosis could be made, but that by history the problem appeared to be photogenic epilepsy.

The application was denied and the airman requested reconsideration of the denial by the Civil Air Surgeon.

On November 29, 1962, the airman had another second class physical examination and was denied. At this time it was learned that he had had an automobile accident in 1947 requiring hospitalization. It was also learned that he had had two "fainting spells," one in 1958 and one in 1960. It was noted that the neurosurgeon had placed the airman on Dilantin in 1960.

In December 1962, electroencephalogram tracings were obtained on the airman at the Neurophysiology Branch of the Civil Aeromedical Research Institute. He was taking medication at the time. The EEG record revealed an asymmetry between the two occipital (visual cortex) leads. The left occipital leads appeared suppressed. It was learned that he had lost consciousness at the time of the automobile accident. The subject was uncooperative in performing hyperventilation. The neurosurgeon who had previously evaluated this airman was called, and it was suggested that consideration be given to his removing the airman's medication followed be retesting. The airman had given his consent to this proposal.

Upon return home, he contacted his physician and medication was withheld. In January 1963, the Division was notified that the airman had had a grand mal seizure. He was evaluated by another clinic and was noted to have a psychomotor convulsive disorder with focal paroxysmal spikes in right temporal area.

Reconsideration: The airman wrote for appeal procedures on January 25, 1963, he was informed that he could petition the Federal Aviation Agency Administrator for an exemption from Federal Aviation Regulations 67.13; 67.15; and 67.17 (d), (i), (V) and (VI), or he could petition the Civil Aeronautics Board to review the Civil Air Surgeon's decision. He did not do so, and his medical files were closed.

CARI OXYGEN MASK, KIDNEY STUDY REPORTS READY

The FAA Civil Aeromedical Research Institute in Oklahoma City, Okla., has made available these research reports:

62-21 An Improved Method for Determining the Efficiency of Crew and Passenger Oxygen Masks. Ernest B. McFadden, M.S., James W. Raeke, M.S., and Joseph W. Young, A.M. A Preliminary Report. November 1962.

Abstract

A method of determining oxygen mask leakage as developed under contract FA-885 between the Federal Aviation Agency and the Pioneer-Central Division of the Bendix Corporation was evaluated. Measurement of nitrogen concentration within an oxygen mask following respiratory nitrogen washout appears to provide a valid index of inboard mask leakage. Further development of this technique and its application to a proposed mask design is described.

63-1 The Development of Reversible Hematuria and Oliguria Following Elevation of Renal Venous Pressure. T. E. Emerson, L. B. Hinshaw, C. M. Brake, and P. F. Iampietro. January 1963.

Abstract

A study was made of the acute effects of elevated renal venous pressure in the development of reversible gross hematuria and oliguria, using both isolated and intact dog kidney preparations. Gross hematuria was produced as renal venous pressure was elevated, but not until a relatively high pressure was produced. The degree of hematuria increased as the pressure was further elevated, but disappeared rapidly following restoration to control pressure. The effect of renal venous pressure elevation on urine flow rate was one of progressive oliguria after a critical pressure was reached and eventually, anuria at the higher pressure.

Questions and Answers of Interest To The Aviation Medical Examiner

Q. What local authorities should be contacted in seeking their cooperation by the AME who is participating in an accident investigation program?

A. The coroner or medical examiner with authority in the county (or parish in Louisiana) in which the accident occurred should be contacted by the AME as soon as possible following an accident, preferably before participating in the accident investigation.

The state police are usually first to arrive at the scene of the accident and can help the AME with exact directions to the scene. Once he has arrived, they can assist in many ways and usually are most cooperative.

Q. If an applicant is going overseas and he knows his medical certificate will expire in the interim, how can he be informed as to the location of overseas aviation medical examiners?

A. If the applicant knows beforehand what his overseas location is to be at the time his certificate will expire, he may contact any AME or FAA office to learn addresses of overseas AMEs. Each source will have a current *List of Aviation Medical Examiners* available.

If the applicant's overseas location is in doubt at the time his certificate will expire, and he cannot locate a source that has the *List of Aviation Medical Examiners*, he may write the Certification Division, AM-300, FAA, P.O. Box 1082, Oklahoma City, Okla.

Q. How can the AME expedite medical certifications when certain positive findings occur during a routine examination?

A. For a one plus or trace of albumin, repeat the readings on three consecutive days and include this when you send in the certificate.

For a high blood pressure reading with no history of previous diagnosis, treatment, or cardiac findings submit blood pressure readings on three consecutive days.

If an applicant indicates a positive history of a disease or condition in Item 21, then the examiner must comment concerning these positive answers. When we receive the comments by the examiner, we can then decide whether we need to pursue these positive answers any further.

When there is a question as to whether the certificate should be issued or denied, the AME should send the application/examination on to the Certification Division without decision.

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AVIATION MEDICAL SERVICE

EVERLOVING VITAMINS

Do you really need vitamins? Are they the panacea for such common moods of sluggishness, irritability, and lack of ambition as portrayed on TV and depicted in various literature?

The American public has taken an increasing fancy to vitamins which are obtainable in a variety of color, size, taste and price.

Vitamins are chemical compounds obtained from foods. They are essential to the vital functions and proper metabolism of the human organism. Because they are valuable, dietary deficiencies may exclude their intake. Such conditions as scurvy, beri-beri and rickets have a vitamin deficiency as their basis. Deficiencies appear rather quickly on an inadequate diet because vitamins are not stored efficiently in the body.

Only a certain amount of each vitamin is required in body metabolism and unless the metabolic rate is increased, excessive intake of vitamins is useless. It may, in fact, be dangerous. Should the body already be amply supplied with dietary vitamins, any excess taken in may well not be absorbed from the gastrointestinal tract. Excess vitamins pass through the body unchanged and unabsorbed and it's the same as pouring pills down the drain.

While, vitamins, such as A and D, are essential to the proper function of the body, only a certain quantity of each vitamin is required. To exceed this daily requirement is wasteful and indeed may be dangerous.

Medical authorities have spoken out in such terms as: "If you are using any of these (vitamins, food supplements, tonics) without a doctor's advice, you are either fools, hypochondriacs, or both." A recent editorial in the Journal of the American Medical Association states: "All nutrients essential to the maintenance of health in the normal individual are supplied by an adequate diet." There are certain groups requiring supplemental vitamins. Among these are infants and children whose eating habits are usually sporadic, pregnant women who naturally are "eating for two," and old people who perhaps have no teeth and cannot tolerate a well rounded diet.

So remember, before you go on a vitamin kick, solicit the advice of your doctor—despite what you may see, hear or read, vitamins will not help the apathy resulting from boredom at work.

New Agency Order Is Issued on Retirement Certificate Procedure

A new Agency Order (PT 3450.5 4/26/63) has been issued to cover Certificates of Retirement.

Heads of Offices and Services are advised that Agency policy is to give every retiring employee an appropriate certificate and, wherever possible, to have it presented at a ceremony.

To forestall misunderstandings that might result in delays the Personnel Operations Division has established the following procedures:

At least four weeks in advance of the effective date of an employee's retirement, the POD should be notified, in writing, of the coming event. The notification should contain the employee's name exactly as he wishes it to appear on the certificate; his position title, date of retirement, and the presentation date.

When the employee has had less than 30 years of service, the certificate will be prepared and forwarded to the appropriate Deputy Administrator for signature. When the employee has had a total of 30 or more years, the certificate will be signed by the Administrator.

NAATS GET FORMAL RECOGNITION

The National Association of Air Traffic Specialists, Inc. (NAATS) on April 8 became the first employee organization to be granted formal recognition by the FAA on the national level. By this action the Agency granted NAATS the right to be consulted on matters of interest to its members as required by Executive Order 10988.

NAATS qualified for the formal recognition by claiming a membership of approximately 2650 out of a potential of 4000 flight service station specialists.

The president of NAATS is David Hahn, of Oklahoma City, Oklahoma.

SYSTEMS MAINTENANCE KICKS OFF "AWARD OF YEAR"

Salloom (left), SMS-84, wins "Award of the Year"

J. W. Moynihan, Chief, SMDO 9, Glens Falls, N. Y., presents F. Salloom, Chief, SMS 84 with a special plaque commemorating the selection of his office as the outstanding Sector in SMDO 9. The first of its kind in the regional Systems Maintenance Organization, the presentation was instituted by Moynihan to stimulate competition among the six Sectors under his jurisdiction.

As a result of Moynihan's excellent idea, the Systems Maintenance Division is planning a regionwide incentive award program for field offices. The Division will grant an annual award, in the form of a plaque, to the SMDO and SMS judged to have carried out their missions with the greatest efficiency, economy and effectiveness. Factors such as facility continuity, manpower utilization, management techniques and engineering practices will be evaluated to appraise the Sector and District Performance.

The awards will be retained for an entire year by the recipient organizations and will be awarded to a new winner each year. It will contain engraved plates identifying the field organization element. Each recipient organization would receive in addition to the plaque, a framed certificate for permanent display after the plaque has been re-awarded to a new winner. Key personnel assigned to the Sector and District Offices receiving these plaques will be given consideration for sustained superior performance awards.

At the present time, the Division is interested in obtaining an original design for the award plaque. To stimulate field interest in designing a suitable plaque, headquarters personnel have agreed to "donate" sufficient funds for a Twenty-five Dollar Savings Bond, which will be awarded to the individual submitting the most original and unique design.

Above, J. W. Moynihan, Chief, SMDO 9, Glens Falls, N. Y. (right) presents plaque to F. Salloom.

REGION MODIFIES TERMINAL AIDS DISPLAY EXHIBIT

EA's Terminal Aids Display shows working models of NAVAIDS used by pilots to bring aircraft safely down.

Richard P. Battle, Asst. Chief, I&M Division, demonstrates modified Airport Terminal Aids Display following extensive modification program. Originally conceived by Battle, the Airport Terminal Aids Display has been exhibited at the New York Coliseum, various trade shows and professional symposia in the Region, and at the Long Island Fair.

Accomplished by electronic maintenance technicians in EA's Laboratory and Fabrication Shop, the Modernization Program displays all navigational aids used by a pilot in landing. Above, left to right, Dick Battle, Deputy Asst. Administrator, Wayne Hendershot, L. C. Pfeiffer, Bartolo Russo and Donald Kenny, Laboratory and Fabrication Shop.

Roanoke FSS Chief Wilson Retires; Is Given Plaque for 39 Years

From Talix (l) to Wilson, a 39-year service plaque.

Chester Talix, (left) Chief of AT Division's Flight Service Section, presents Walter E. Wilson, retiring Chief of the Roanoke, Va., FSS, with a plaque commemorating his 39 years of government service. Prior to joining the Lighthouse Service (predecessor of CAA/FAA) as a Junior Radio Operator in 1931, Wilson served in both the U.S. Army and Coast Guard. His FAA career included many years in Tower and FSS facilities.

J. J. WIGGINS RETURNS TO D.C.

The Planning Branch of EA's Airports Division said a reluctant farewell to James J. Wiggins at an impromptu luncheon on May 31.

Jim was assigned to the branch on April 15 for an expected four-week stay, which later turned out to be seven weeks. During his stay he reviewed Master Plans, helped make airspace clearance determination reviews and obstruction clearance studies. He also helped prepare pictorial presentation material relative to a simulation study of New York's proposed fourth jet port.

At home base (Washington) he is an Engineering Technician with the Design Branch, Airport Standards Division, Airports Service.

NEW INSTRUCTIONS FOR CATALOG

Notice EA-4570.1 on the subject "FAA Catalog Program" was issued May 1, 1963. This notice provides interim instructions to all organizational elements of the Region who are dependent upon the I&M Depot for supply support, on the use and maintenance of the FAA Master Catalog. The present FAA National Supply Catalog numbers have been converted to Federal Stock Numbers. Only the Federal Stock Numbers will now be used in ordering supply replenishment items and requisitioning parts from the I&M Depot.

"SURVIVAL EAST" DISCUSSED AT REGIONAL MEETING

Vincent T. Guccione, Regional Defense Readiness Officer (third from left, top), discussed preliminary arrangements for a forthcoming regional dispersal exercise entitled "survival East" at a meeting of the Regional Civil Defense Coordinating Board held at the Department of Health, Education and Welfare Headquarters in Boston. "Survival East" will be conducted by the FAA Eastern Region sometime within the next four months, and will incorporate an FAA Headquarters dispersal and airlift between various points within the Eastern Region.

Seated (left to right) John W. McConnell, Regional Coordinator, Department of Defense, Office of Civil Defense, Washington, D. C.; A. A. Morrissette, Acting Regional Director, DOD-OCD, Region One; A. D. O'Connor, Regional Director, Office of Emergency Planning, Regional Office 1; Standing (left to right) Colonel John F. McMahon, Chief, Domestic Emergency Branch, First U. S. Army, N. Y.; Charles L. Cole, Defense Feld Coordinator, Department of Agriculture, Washington D. C.; Vincent T. Guccione, Defense Readiness Officer, FAA, N. Y.; and Lawrence J. Bresnahan, DHEW, Region 1, Boston, Mass.

Length of Service Emblems Scheduled for Issue

Some 2403 employees of the Eastern Region will soon be sporting new "length of service" emblems. For the ladies, these emblems will be provided with a horizontal clip so that they may be worn as a broach. The men's pins will be the tack type worn on the jacket lapel.

Among this group will be 1283 pleasantly-surprised employees who will be the first to receive the newly authorized 10-year length of service pins.

Prior to this year, only employees who had completed 15 years of Federal service were eligible for emblems, but now as a result of the Agency's broadened awards program, recognition will be made starting with 10 years of service.

The emblems and pins are designed around the traditional symbol of our nation, the American eagle. They are distinguished by the metal in which they are cast. For example, the new ten-year pin and the present 15-year pin are cast in bronze; the 20- and 25-year pins are of sterling silver; and the 30-year pins gold filled. For those "old-timers" who passed the 35-year milestone, the pins are cast in 10 karat gold, and are additionally adorned with a precious stone. A ruby signifies 35 years of service, and a diamond is the distinguishing mark for the 40, 45 and 50 year pins.

When the new statistics were compiled to determine eligibility for emblems, members of Regional Headquarters found pleasant amazement at the number of "old-timers" in the Region, ranging from the 1283 young "old-timers" who will receive their 10-year length of service pins to Donald Fratino, Salisbury FSS and Edward J. Rabbitt, Jamaica IFSS both of whom will be receiving 40-year pins. For statisticians and those who are merely curious, the rest of the count included 353 eligible for 15-year pins; 610 for 20-year pins; 104 for 25-year pins; 29 for 30-year pins; and 22 for 35-year pins. Yes, it does add up to 2403, which is almost ⅓ of all Eastern Region employees.

The distribution of these emblems is based on the individual's length of service as of December 31, 1962.

Environmental Health Program is of First Importance to Employee

One of the most important programs of the Aviation Medical Division is the Employee Environmental Health Program—designed to maintain the health of employees exposed to external working surroundings and the applications of preventive medicine techniques for the prevention of occupational disease and injury.

Generally, this program is recognized as policy or procedure for employees against influenza only. A few of the environmental health problems that occurred throughout the region and corrective remedial action implemented were as follows: immunization of employees exposed to infectious hepatitis, TB screening of employees exposed to active tuberculosis, hearing conservation program to eliminate hazardous noise problems, and the elimination of toxic chemicals, fumes and dust, and radiation protection in specific field installations.

The rapid advancement of aircraft technology results in a varying degree of exposure of employees to potentially dangerous environment and other health hazards in the execution of their job. By implementing preventive medicine techniques, we assist in conserving manpower, improving working conditions, eliminating safety and health hazards, and maintaining the employee's morale at a high standard.

EA's International Liaison Officer T. C. Uebel (right) discusses the New York skyline with visiting French radar specialists Raymond Marin (left) and Fernand Masson (center) during familiarization tour of French ATS personnel in the New York Area. Marin and Masson, employed in the Orly ARTC Center, observed New York Center and Idlewild Tower operations as part of their tour.

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. I have asked for the Directed Study Course in "Fundamentals of Supervision" several times. Why haven't I received it?

A. Directed Study Courses are correspondence courses offered by the Federal Aviation Agency Academy. These courses require the services of instructors in the Academy, who not only forward the information material by mail, but who also correspond with the trainee to provide him with counsel and guidance. Each instructor must spend at least 20 minutes on the correspondence for each trainee. There are not enough instructors to cope with the great demand for the correspondence course, "Fundamentals of Supervision." Therefore, each Region has been assigned a restricted quota for applications. These quotas have been increased as more instructor time has become available. However, the backlog of applications is still considerable. We hope this situation will be overcome soon and that applications can be accepted at a faster rate. Obviously, under the present situation priority is given to the students with the most immediate needs.

Q. How is salary set for a Wage Board employee? Who bids and is selected for a Classification Act (GS) position?

A. First, his annual salary is computed by multiplying his hourly rate by 2080 (the number of work hours in a year). The resulting total is then compared to the salary of the various steps of the GS grade of the position for which he has been selected. If his wage board annual salary is below the first step of the GS grade, he is placed in the first step. If between two steps, his salary is set at the higher step. If above the top of the grade, his salary is set at the top step of the grade.

Q. Are Unions or other employee organizations permitted to use official bulletin boards?

A. Bulletin boards are provided primarily for the posting of official material of interest to employees. However, space available after the posting of official material may be used by employee groups subject to certain limitations outlined in Region Order EA-3710.1:

Notices and literature of employee groups must be approved by the Chief of the facility or district office prior to posting on the bulletin board.

The material that is posted must contain the name of the employee group that is issuing or sponsoring it and should contain nothing that would imply official sponsorship or endorsement by the Agency.

The employee group is responsible for removing this material from the bulletin board when it is no longer current and in no event later than 40 days after posting. Further information concerning the use of bulletin boards by Unions or employee organizations may be obtained from the facility chief or district office chief concerned, or by consulting the Personnel Relations Branch, Personnel and Training Division.

Q. When is the next "Open Season" registration for Health Benefits?

A. A general "Open Season" registration period has been scheduled by the Civil Service Commission October 1 to October 15, 1963. At this time all employees will be given the opportunity to enroll in a health plan or change enrollment from one plan or option to another.

Bakke discusses overseas air and sea passenger traffic at meeting of the Aviation Development Council.

First Public Meeting of Aviation Development Council Hears Bakke

Aviation Development Council members and representatives of the aviation industry heard Oscar Bakke (left) describe Aviation's contributions to the economy of the New York-New Jersey area during the first official public meeting of the Council held at Newark, New Jersey, on May 27, 1963.

Composed of the Federal Aviation Agency, the Port of New York Authority, the 21 U. S. and foreign flag airlines which handle virtually all of the metropolitan areas scheduled air transportation, the Air Lines Pilots Association, and the Aerospace Industries Association of America, the Council's objectives are to promote a constructive and positive climate for the continuation, improvement, and growth of air commerce in the New York-New Jersey Metropolitan area.

Above: N. Y. Controllers (from left) Kleiner, Maddan, and Zukowski revise routes so jets will skirt thunderstorms. Lower left: Secretary Mary Ault checks facility records. Right: SMS Liaison Officer David Pommis screens navaid log.

Below, Automation Specialists Cash and Gonzales. Right, Controller Matura, Watch supervisor Pappadis, Coordinator Wenzer hard at work.

NEW YORK CENTER

A World Leader in Aircraft Handling

New York's Air Route Traffic Control Center located at N.Y. International Airport may well be called the "Gateway" to the East. With its assigned complement of 498 personnel, the Center predominated all other regions in the U.S., and literally, the world, by handling more than 747,000 aircraft in 1962—over 200,000 more than any other Center.

All Air Traffic entering the metropolitan complex and incoming to Idlewild, LaGuardia, and Newark Airports is handled by New York Center. Add to this the vast volume of air traffic generated by trans-Atlantic flights, military itinerant operations, and you'll have an idea of N.Y. Center's history-making activity.

Left, ATCs control high altitude flight. Above, Ricco and Boyle discuss Center training. Below and right, relay of data from computer to printer.

Left: ATCs issue clearances for Idlewild departure. Above: Teacher describes new simulator. Below: High altitude sector controllers direct jet on east-west route.

Eastern Center Formally Dedicated

The projected coast-to-coast chain of 21 Air Route Traffic Control Centers added a 17th link when the $5.6 million Washington Control Center at Leesburg, Va., was formally dedicated June 15. Actual operation got under way in late April.

Principal speaker at the ceremony was Najeeb E. Halaby, FAA Administrator, who was introduced by Master of Ceremonies Arthur Godfrey, radio-TV personality, resident of Leesburg, and well-known aviation enthusiast.

The Washington Center, one of five equipped with computers (the others: Boston, New York, Cleveland, and Indianapolis), controls 19,650 miles of airways in 100,000 square miles of airspace embracing the District of Columbia, Maryland, Virginia, and parts of Pennsylvania, West Virginia, North and South Carolina.

The Washington ARTCC, third busiest in the nation (after New York and Chicago) is divided into 27 sectors with 81 control positions operated on 8-hour shifts, and is manned by 411 air traffic specialists and 51 maintenance technicians.

In 1962 it handled 293,669 airline aircraft, 45,728 general aviation aircraft, and 196,821 military aircraft. Currently, on an average busy day the Center handles from 1800 to 2100 individual aircraft.

Chief of the Washington Center is Chester C. Watson, appointed to the job in May 1961. Chief of the Systems Maintenance Sector since January 1961 is Raymond E. Mikesell.

EA AVIATION VETERAN RETIRES AFTER 36 YEARS

Coworkers surround Jack G. Saure (center, striped jacket) at retirement fete.

Jack G. Saure, former Chief of EA's Air Traffic Engineering and Manufacturing Branch, retired early in June after 36 years of government service. Jack's career, which includes service with the Military, the Bureau of Air Commerce, the CAA, and the FAA,—spanned the epoch-making eras of aviation from the Curtiss Jennies to the latest jets.

A testimonial dinner in Jack's honor was held at the International Hotel at Idlewild Airport and was attended by almost 200 persons, including notables from industry and the FAA.

William Oleksak has been designated Acting Chief of the E & M Branch.

New 'Eastern' Club Has Membership of 1000-Plus

The newly reorganized Eastern Club held its first meeting of Officers and Board of Directors on April 19. Based on the plans initiated at that time, Club members can now look forward to a variety of energetic and diverse programs.

A gala Spring Festival with all the trimmings, including a sumptuous full course dinner was arranged for Friday night, June 7. With the coming of the '63 vacation season, plans are underway for arranging tours or charter trips for members interested in travelling. Club membership boasts some 1000 FAA, CAB, GSA, Weather Bureau, and military representatives associated with Headquarters and other FAA facilities in the New York City Area.

Other items of interest resulting from this first meeting involved the formulation of a constitution and by-laws, to be ratified at a later date. Inquiries are also being made relative to establishing a voluntary "pledge system" for Club members.

The Club's officers and directors hope to develop additional activities which should benefit each member. In line with this, Committees were assigned to activate projects in which members expressed more than passing interest.

The Club's elected officials and offices represented are:

Chairman: Irving Kreindel, EA-80; Vice Chairman: Vincent Bonaventura, EA-620; Treasurer: Monte Davison, EA-710; Secretary: Dorothy Lerner, EA-15.6; and Director: S. W. Bobskill, EA-4; Saul Solomon, GSA; Tom Travaglini, EA-46; Rebecca Segal, EA-27; Matthew Dooner, EA-15.4; Axel Nogard, EA-256; Charles Wychakinas, EA-576; Cecilia Mc Avoy, EA-601; Herbert Holmstrom, EA-760.6; J. Schwartz, EA-834.2; Pete Cirino, New York Flight Service Station, Hangar 11 Facilities, Idlewild Airport; John Noval, Seaboard and World Building, Idlewild Airport; S. Mouzakitis, FSDO, LaGuardia Airport; Mary May, Weather Bureau.

EA PERSONNEL ATTEND SEMINAR

Mr. Thomas Lynch, Acting Chief of the Materiel Branch, and Mr. Matthew Unterberg, Acting Chief of the Procurement Section, attended a seminar in New York City entitled "Who Pays for the Unexpected in Construction." The seminar was conducted by the American Society of Civil Engineers.

ATTENDS CONTRACT COURSE

Mr. Solomon Kornblau, EA Procurement Analyst, attended the Government Contracts Program Tenth Annual Institute on Government Contracts given at George Washington University. The course covered problems in the claims area which are generally encountered in the administration of contracts.

1400 Aviation Medical Examiners Serve EA's 90,000 Active Airmen

The region's Medical Certification Program is administered through Designated Aviation Medical Examiners. There are approximately 90,000 active airmen and approximately 1400 Aviation Medical Examiners in the region.

The Regional Flight Surgeon plans from three to five medical seminars yearly in conjunction with medical schools and universities. Lecturers are selected from the medical staff and are world-renowned authorities of aviation physiology and aviation medicine.

The Regional Flight Surgeon is responsible for selecting topics to be covered and outlining the way each lecture will be presented. Assistance is received from the Agency's Aeromedical Certification Division and Examiner Training and Performance Branch. The FAA-sponsored seminars last for three days, and are on the postgraduate level. A visit to a nearby FAA Air Traffic Control Center or facility is usually included in the seminar. Average attendance runs from 80 to 100 Examiners.

Many Designated Aviation Medical Examiners are former Navy or Air Force Flight Surgeons, or members of the "Flying Physicians." All have a sincere interest in aviation safety, and represent the Agency on a professional plane in efforts that lead to the development of understanding and good will within the aviation community.

VAN EPPS CONDUCTS COURSE

George Van Epps, New York Supervisory Air Safety Investigator, CAB, instructs FAA personnel in an eight-hour familiarization course on Aircraft Accident Investigation. The importance of close coordination between the FAA and CAB in aircraft accident investigations was strongly stressed in the program.

Delegates to the Eastern Region's FS meeting at Mt. Pocono, Pa., included: (standing) G. Albert, H. Smith, S. Hayden, G. Olesis, W. Olesak, E. Miller, W. Ross, R. Peterson, J. Saure, W. Norton; (seated) B. Rock, R. Bellucci, R. Guerard, C. Walk, and Mrs. Audrey Wetherbee.

Five secretaries "take five" between office duties. Felicia Orioles, Arline Niebling, Janet Buonagura, Audrey Wetherbee, Corinne Penna.

Flight Standards Conference at Mount Pocono

Eastern Region's Flight Standards Conference at Mount Pocono, Pa., the latter part of April was attended by 175 FAA personnel, including EA's Assistant Administrator, and the following Washington officials: William Schulte, Assistant Administrator, Office of General Aviation Affairs, J. Minor, Associate General Counsel, S. Henceroth, Executive Officer, Flight Standards Service, and J. Leslie, Chief, Scheduled Air Carrier Section, Washington, D.C.

Many challenging technical and administrative problems were treated, new objectives established, and major agency policies reviewed and explained, in what turned out to be an unusually productive conference.

Roundtable discussion with the Supervising Inspector of District Office and Section Chiefs and Specialists (above). General Aviation Operations Inspectors (below).

NOTES FROM THE ASSISTANT ADMINISTRATOR

Robert Browning wrote, "Would you have your songs endure? Build on the human heart." That concept, and through our approach, progress can be made toward what the President recently described as victory for the human spirit.

In a way, the song we sing is the impression created by our facilities, the services we render the public and the image we create.

While visiting our facilities, I am impressed by the neat, orderly, efficient appearance of most of our units, and the evident pride the majority of our people take in the work we do and the environment we work in. Do you as an individual share this view? If not, I suggest that you look around you and appraise the image you and your part of the Agency is creating. I find a growing appreciation of what we are, and the competition for doing even better is growing. As an Agency, staffed largely by men, we generally tend to accept with little recognition the working accomplishments of the women.

In the Southern Region, we have about 500 employees who are ladies, and whose careers are varied. I feel that most of them are loyal, devoted, and efficient.

Recently, I have been impressed with several specific accomplishments by our girls. First, the added attention given to grooming and personality evidenced by the girls in the Regional Office. It could be that our attractive new building has provided a stimulation.

Then, I note that Mrs. Virginia Martin of the Miami GADO has been selected as one of Miami's ten best-dressed career girls. Congratulations!

All of the FAA may have special interest in the performance of a former FAA Flight Service Station Specialist—Mrs. Betty Miller, who recently accomplished a successful flight in the opposite direction to that planned by Amelia Earhart. Mrs. Miller, who with her husband, was a former FAA'er, now runs a flight school, and among her significant accomplishments, has succeeded in teaching "Cousin" Joe Tippetts, Assistant Administrator of the Western Region, one of the very few skills he had not already attained—that of being an intrepid pilot.

Let's all take stock and pride in our environment and personal appearance. This, coupled with dedicated service, will go far to create an image of which we may be proud and will gain us even further support from the public we serve.

Arlin O. Benight

"SAY WHAT YOU LIKE, BUT I REPEAT, 'DATAMATION' TO YOU TOO, SIR"

Look again—carefully! We are not really using profanity.

The pilot, controller, pilot-examiner, engineer, administrator, accountant, secretary and clerk have seen the results and have an interest in our newest team member, "Datamation." But, also, "Datamation," a shortened term derived from the words, "data" and "automation," has an interest in you. Your personal Earnings, Deductions, and Leave Statement is only one example of information made available through the regional data processing machine system.

Besides payroll, leave, and bonds, datamation has worked in such varied fields as facilities establishment progress reporting, aircraft utilization, aircraft rental, cost accounting . . . and even greater varieties of applications are knocking at the door.

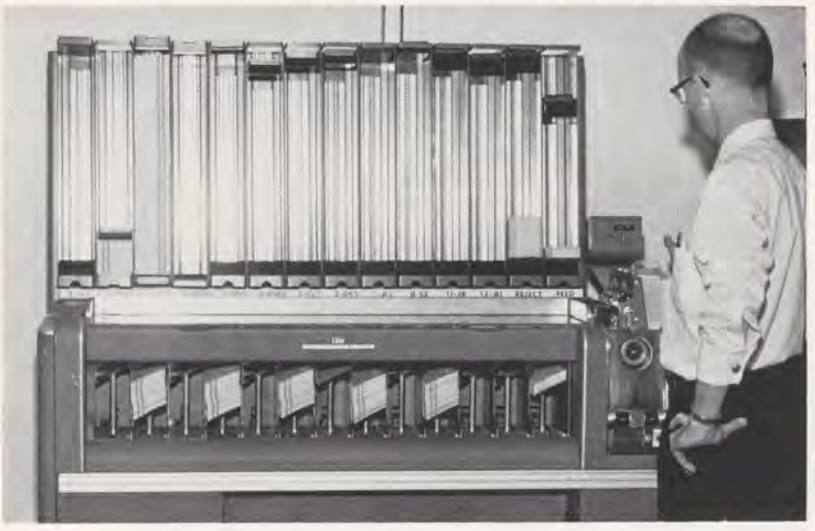
Placed in the middle of the new Southern Region office building, the Data Center serves as a point of interest . . . a symbol of progress . . . and a challenge to those observing operations through clear, glass windows.

What can data processing do for you? First, you must ask yourself a few questions. . . . What answers do I need out of this machine system? How can I get the information I need with the least effort—that is, without extensive research or without maintaining duplicate records? Since I am not interested in results which occur within a normal range, how can I get this system to report on situations only when actual results differ from planned results?

Once you have answered these questions and have put these electronic marvels to work, much time and manpower can be saved, and costs reduced.

Yes, you are sure to see more extensive use made of "Datamation" as the Agency keeps abreast of the aviation industry.

Jet-Age "Datamation" machine sorts cards at 60,000 per hour.-How many is that per second? Roughly, 16.68



WINNING SMILES. No second look is needed to see why FAA's Virginia Martin (seated) Nell Tarilton and Marta Gispert were included on the Miami Herald's list of 10 best dressed career girls.

Best Dressed Career Girl

"She looks fresh as a daisy, meticulously groomed all day and all evening, too, no matter what."

"She has fine, simple taste . . . a picture of charm, a real inspiration for all the girls in our group."

Those are typical comments from the people who nominated their favorite candidates in the Miami Herald's first annual 10-Best Dressed Career Girls contest.

When the winners were announced, among the outstanding "10" was Virginia B. Martin, an FAA pilot tester in the General Aviation District Office in Miami.

Virginia's fellow-workers agree that her crisp, tasteful appearance contributes a great deal to the office environment and reflects the Agency's image most graciously.

Of special interest to FAA ladies is the fact that among the winners in the Miami 10-Best Dressed Career Girl contest, three make most of their own clothes. Most are addicted to glamourous hats, ranging from a rakish fedora to a dressy luncheon turban.

And while it was stressed that this wasn't a beauty contest, but a test of round-the-clock grooming, fashion flair, and becomingness of contestant's choice . . . all the finalists would have a won a beauty contest, hands down, too.

The ten were selected by fashion experts from 26 finalists who were painfully weeded out from the bumper crop of 105 original nominees.

(Note: None of the 10 winners will admit to being "impulse buyers." They place great stress in planning and coordinating well ahead.)

No "loving hands at home" look to the attractive clothes that FAA Virginia Martin wears, even though she does make them and often designs them. She somehow also finds time to make many things for her two grown daughters in her spare time away from her duties at a tester for the Federal Aviation Agency.

"I guess I have given upwards of 30,000 written tests to young pilots," says this pretty and youthful looking blonde who is well up on the latest fashion trends, especially pretty hats such as the tall, beige straw modified derby which topped her beige suit and orange print overblouse in which she entered the contest.

Southern women are noted for their charm, graciousness, and good taste; and, certainly, Virginia Martin of the FAA office in Miami reflects the finest of these attributes.

WHIRLYBIRD AIRLIFT

"Hold it! Little bit more this way."

"Hope he lets it down easy!"

These are some of the shouts you can imagine hearing from the two FAA air navigation facility installation people as they stand on ladders at the top of the VORTAC cone just as the Army helicopter prepares to lower an antenna into place.

When you hear the many colorful stories that installation engineers and specialists tell about their experiences in the field, you realize that these men must exercise much ingenuity and imagination, along with basic technical knowledge to get the job done.

From the jungles of Panama to the mountains of Tennessee and the Carolinas, each job has its own peculiarities . . . special problems that cannot be solved anywhere by anyone except by the hardy specialists on the job itself.

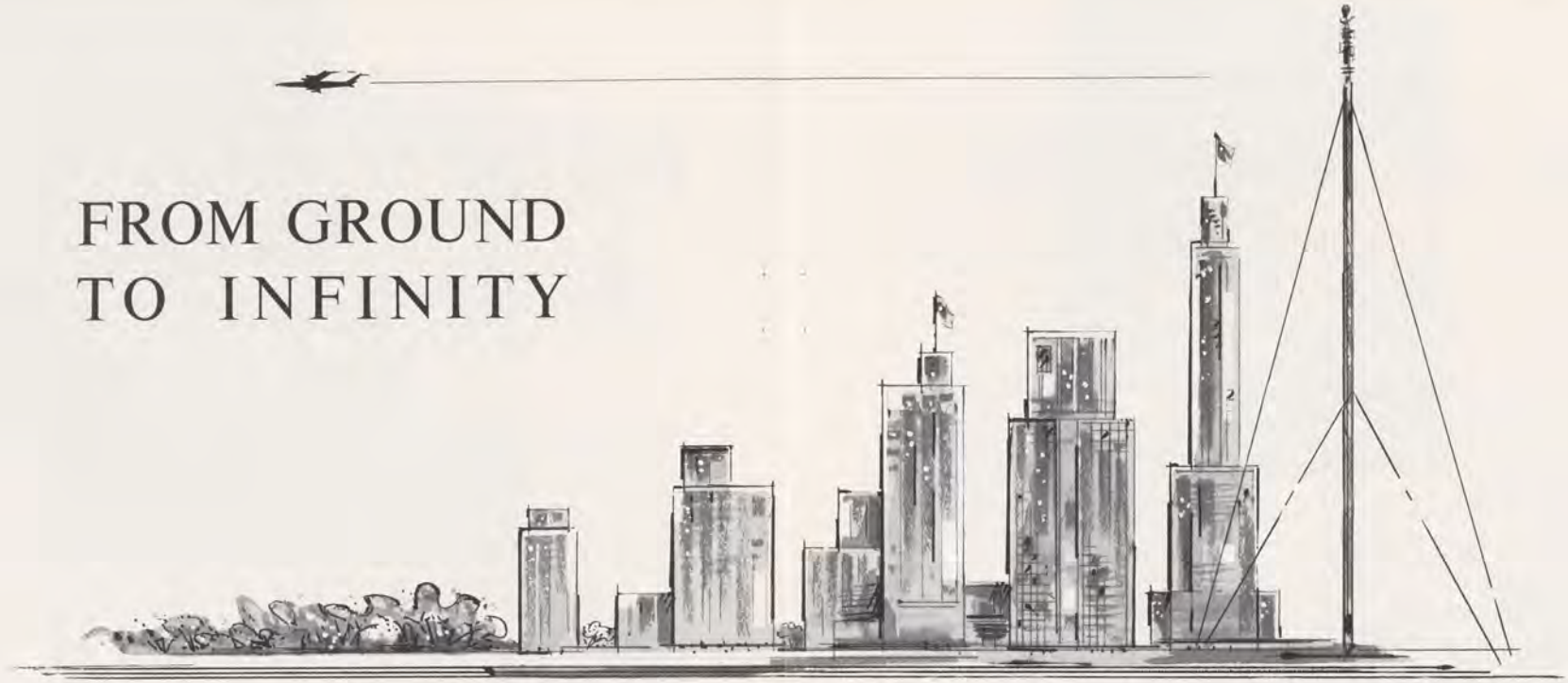
Treacherous mountain roads, dense swamps, and hot, arid plateaus seem to be the lot of field construction parties. For some strange reason, VORTACs aren't placed in exotic, beautiful and "easy" places. They are placed where they work best, and where they do the job as silent sentinels of the airways.

Our Southern Region installation people are among the best in the nation . . . they get the job done regardless of weather or other hardships. It is always a wonderful day when the engineer-in-charge can say, "She's ready—let's get a flight check!"

And when the facilities' flight-check people prove the reliability of the radio signals, it is a satisfying day for all.

Another Very High Frequency Omnidirectional Radio Range with Tactical Air Navigation is commissioned for public use . . . another milestone in the Federal Airways System.

FROM GROUND TO INFINITY



"If I had the wings of an angel, o'er these prison walls I would fly."

You could, that is, if you weren't headed for a designated "special use" or "restricted" airspace area. What do we mean by *airspace;* what is it; why does it have to be controlled; how is it managed; who manages it?

Congress, in Public Law 85-726, otherwise known as the Federal Aviation Act of 1958, placed the following responsibility in the hands of the FAA Administrator: "The control of the use of the navigable airspace of the United States and the regulation of both civil and military operations in such airspace in the interest of safety and efficiency of both." Conversely, the Act also stipulates: "There is hereby recognized and declared to exist in behalf of any citizen of the United States a public right of freedom of transit through the navigable airspace of the United States."

If the Agency is to adhere to these provisions and in fact promote, in the public interest and safety, the maximum utilization of all air from the ground to infinity, it is evident that some system for assignment of airspace must exist. And one does—exercised, controlled, and managed by the Air Traffic Division, Airspace Utilization Branch. An attempt will be made here to give you a thumbnail sketch of the how's, why's, and wherefore's.

In order to move an aircraft efficiently and safely from point A to point B so that it can be controlled and not collide with other aircraft, an "airway" is established much like the highway that an automobile traverses. But here is where the parallel ends, because an airway is of defined width and thousands of feet high.

Airways fall into three main categories; low-altitude airways, intermediate-altitude airways, and jet routes. A low-altitude airway is confined to altitudes below 14,500 feet; intermediate airways are confined to altitudes from 14,500 feet up to but not including 24,000 feet, and jet routes are for altitudes beginning with 24,000 feet.

Airways are designated in conformance with specific rule-making procedures. Anyone may propose the establishment of an airway. For instance, if a transport service has need to fly regularly from point A to point B, and no airway exists between these points, they can propose an airways be established.

In evaluating the proposal, several factors are involved including costs of establishing navigational aids if none presently exist, possible infringement on other users of the proposed airspace, and a determination if the proposal is in the interest of the public.

There are many designations of airspace, of which an airway is only one. Special-use areas (pilot training, etc.), controlled airspace in conjunction with airways and airports, restricted-use areas (missile firings, etc.), and control zones are other types.

Another major problem in ensuring the safety of the flying public is the evaluation of the height of structures upon aeronautical operations. Naturally, it wouldn't be safe to have a 1200-foot TV tower constructed at the end of a runway (the nightmare of an Airspace Specialist), so the Agency has been given the responsibility of evaluating the placement and height of structures to ensure that a hazard does not exist. Flagpoles, telephone poles, tall buildings, radio and TV towers, even trees growing close to airports must be certified that they do not or will not obstruct the approaches to airports, or do not interfere with airways, control zones, restricted or special-use areas. A single hazard is one too many.

Since the Agency was created to serve the public, and no single user, the Act requires that the public must be notified of all these proposals in order to give them an opportunity to express their views, opinions, objections, or concurrence. The comments of all interested parties are studied, changes or compromises made, and a final determination published.

The assignment of airspace and airways is the major function of this Branch, but their problems are many and varied.

Take for instance the amateur who wants to strike a match to the fuse of a homemade rocket and blast it off into the skies (and possibly into unsuspecting aircraft)—or giant weather data gathering balloons floating around all over the place—or positive control—or oceanic routes—or joint-use restricted areas—or navigational aids—or, well, the list could go on and on.

Suffice to say that it's a very comforting feeling as you climb aboard an aircraft to know that all these things are being looked after and that somebody up "there" and down here likes you.

THE FLIGHT STANDARDS STORY

. . . the total systems-worthiness approach . . . . .

The formation of the new Southern Region provided the Flight Standards Division an opportunity to take a fresh and searching look into the who-where-when and why of their mission.

What are the fundamentals and essentials of the job?

How should they organize and deploy team members, supply information, and get feedbacks?

How about delegating authority to act at the farthest level?

Exactly where should they perform their assigned functions?

With these questions in mind, this new venture into improved management has and continues to be a challenging and rewarding experience for all in Flight Standards. And don't think for a minute that once they were set up, they began to relax. That long, constructive, sharp but healthy "needle", occasionally received from top management, plus the challenge of the job are stimulants prompting their search for more effective and economical ways of getting the job done.

Organization and Delegation

The Flight Standards field organization is singleminded.

- A lean division office in the region, including a management staff which sets direction, supplies the tools, and evaluates effectiveness.
- Three branches, composed of technical specialists for all assigned program areas—Air Carrier, General Aviation, plus Engineering and Manufacturing.
- District offices (with satellite offices where essential), located strategically in activity-generating areas that are staffed with professional airmen and engineers who have been delegated the authority to act for the Assistant Administrator by dealing directly with the aviation community.

Flight Standards district offices make the findings necessary to satisfy all of the requirements of the Federal Aviation Act. These investigations and decisions involve basic standards, the air safety rules and regulations covering aircraft, the various airworthiness certifications of aircraft, the giving of airmen licenses, both written and actual flight tests, supervising air agency and air carrier operations, enforcing the air safety rules, and conducting aircraft accident investigations.

Flight Standards Team Action

The first step in the direction of achieving "Systems-worthiness" is the recognition and continual consideration of the inter-relationship of all specialities within Flight Standards. For any one individual who wants to stand alone, he'll certainly have to have a good answer to the "egg or chicken" question.

Systems-worthiness goes beyond Flight Standards—it involves the total picture of the aircraft and pilot performance in relation to airports, air navigation aids and the traffic control system.

The evaluation and the resulting determinations of aircraft's airworthiness and pilot ability must be founded on a keen appreciation of this need for total compatibility.

In the striving for air safety, FAA decisions must be based on the consideration of not just the single article or airman involved, but rather their compatibility with the entire technical, psychological, electronic, and environmental aspects of aviation.

For example—aircraft handling qualities are not just a set of numbers or specific regulations. They are rather, a manifestation of how the aircraft performs in the hands of a trained human being, flying under the stress of low weather minimums, and within the restrictions of the existence of other airplanes in the area—with the pilot's ultimate objective of "threading the Instrument Landing System needle" onto a strip of concrete called "destination" for his precious cargo of passengers.

These are the things that each and every person in Flight Standards must weigh as they make decisions on an airman's competency or an airplane's airworthiness and how they work together suitably.

It is planned that this will be the first in a series of four articles in "FAA HORIZONS" to acquaint our Southern Region employees with the functions of Flight Standards.

The illustration accompanying this article, we feel, clearly and simply states the overall "Systems-worthiness" approach of Flight Standards. The three main ingredients: "The man," "The aircraft," and "The environment" are what it takes to make up overall "Systems-worthiness".

The first of the next three articles will outline the tremendous work that goes into the original certification of an airplane's airworthiness.

The second will discuss airline activities, and the third will be entitled, "General Aviation, A Giant . . . Just As Forecast."

THE MAN

THE AIRCRAFT

THE ENVIRONMENT

Obviously elated when the Starlifter's wings were mated to its fuselage are: (right to left) Lockheed Project Engineer, R. D. Gilson; FAA Mfg. Inspector, R. D. Kelly and FAA Project Group Supvr. R. C. McKissick.

STARLIFTER GETS WINGS

. . . destined to revolutionize airlift and freight transportation

Next December, when the throttles are pushed forward, and Lockheed's C-141A "StarLifter" aircraft speeds down the runway for its maiden flight, it will be the first cargo aircraft designed and built from the ground up under an FAA Type Certification Program.

Recognizing the need for a specially-designed cargo turbojet to fill the need for commercial air freight transportation, the Federal Aviation Agency, early in 1961, joined with Lockheed Aircraft Corporation and the military services to produce an airplane with tremendous airlifting capabilities.

The aircraft is on schedule; and, following a rollout ceremony in August, its initial flight, planned for December of this year, will be a significant demonstration of the achievement that can be made with a close working relationship between the Federal Government, both civil and military, and private industry.

Specifically designed as a cargo airplane, the StarLifter is capable of carrying 154 troops or 127 paratroops and their support equipment. It can easily exceed its military requirement to lift 70,000 pounds; and with full fuel and 37,000 pounds of payload, it can streak non-stop from New York to Cairo. In fact, within eighty hours, a fleet of 205 C-141A StarLifters can deploy an entire airborne division non-stop from U.S. bases to points in western Europe.

Fundamental design and cargo handling features incorporated in the C-141A—such as straight-in aft loading at truck-bed height—are based on successful engineering experience. Its huge, unobstructed cargo compartment is designed for very fast loading in circumstances where high-lift loading devices are not available. This factor, coupled with the StarLifter's ability to land on and take off from a very short air strip, gives the plane a versatility virtually unknown before.

It is fact. Four Pratt and Whitney engines generating 84,000 pounds of thrust can push the StarLifter to speeds up to 550 miles an hour. Flying at an altitude of 40,000 feet, the StarLifter can span the continent in a matter of hours, and then can reduce its speed to 115 miles an hour for an air drop.

The StarLifter, with its FAA certification, has tremendous potential in civil air freight operations. Designated the Lockheed-300 for civilian use, this fast fan-jet can carry a whopping 96,000-pound payload. Its fast loadability and minimum takeoff requirements further enhance the plane's future as a civilian transport.

Everyone is waiting for the "big bird" to come off its manufacturing jigs and take to the air. Next December, when Leo John Sullivan, Chief Engineering Test Pilot, gives the StarLifter its first flight, all of our skilled Flight Standards Engineering and Manufacturing Branch people will share in the pride of accomplishment.

CENTRAL REGION NEWS

THE YEAR IN REVIEW

As we enter a new fiscal year it may be useful to reflect for a moment on the accomplishments of the past year. Progress sometimes seems slow, but as one looks back it is evident that space here does not permit listing all the items truly worthy of note.

The larger items which first come to mind include:

Resolution and evolution of the Northern Tier Program in which we will apply at Great Falls and Minneapolis certain features of the Air Force SAGE Program in an atmosphere both operational and developmental. In shaping this program, one interesting and significant step included an aggressive nationwide recruitment and selection process wherein a total complement of 185 air traffic and maintenance personnel were chosen from among 1267 well-qualified volunteers who wished to have a part in this new development. We are well pleased with the results of this difficult selection process in which both demonstrated ability and the personal welfare of candidates were carefully weighed.

A major refinement of the Maintenance organization consistent with the findings and recommendations of Project Searchlight and entailing certain justified reclassifications is well on the way to fruition, and should be completed in all respects during the summer months (chosen to facilitate as much as possible the relocation of families with school age children). We believe these changes, when accomplished, will strengthen the field organization in Maintenance and permit increased delegation of responsibility and authority to levels ever nearer the work itself.

Transfer of Center activities from old quarters to fine modern structures with the new bright display radar was accomplished smoothly at Chicago, Indianapolis, Minneapolis, and Kansas City. This was a mark of outstanding coordination and efficiency by all concerned.

Detailed schedules for the long-planned consolidation of ARTCC's were completed and have been partially carried out, consistent with the overall timetable. We look for a continued smooth transition into the planned center alignment.

In less tangible but nonetheless significant areas throughout the year we have pursued, with some success, a continuous drive for increased efficiency and better utilization of manpower in all aspects of our work. Some tangible economies, yielding immediate savings, were effected; and although these have since been largely absorbed by increased workload, these

demands might not otherwise have been met.

The process of constantly and aggressively seeking improved efficiency must continue. We must remain flexible and adaptable to the public need with the utmost utilization of available resources.

These are not inconsiderable accomplishments, and I am certain that the FAA people of the Central Region will continue in the coming year to contribute fully their talent, energy, and ingenuity to continued equal or accelerated progress.

J. W. Beardslee

Schulte Speaks to Pilot Group on FAA's General Aviation Program

William J. Schulte, Assistant Administrator for General Aviation Affairs, was the principal speaker at this year's convention of the Missouri Pilot's Association celebrating its tenth anniversary.

Speaking at the banquet on May 4th, Schulte praised the Missouri group for its enthusiasm and for the success of the many programs carried out throughout the state. These include effective ground schools and a system for voluntary mercy flights. He praised the legislative program supported by the association to gain state aid to airports.

The conference featured exhibits, panel discussions and various speakers. Sgt. Bill East, of the Missouri Highway Patrol, spoke to the group regarding the use of helicopters and other aircraft by law enforcement agencies.

Paul E. Cannom, Supervising Inspector, GADO-11; and Joseph H. Frets, Central Region's Public Affairs Officer, were each presented with Missouri Pilot Recognition Awards for their contributions to the association during 1962.

More than 200 persons gathered in Springfield, Mo., to hear William J. Schulte, Assistant Administrator for General Aviation Affairs, speak to the Missouri Pilot's Association. Seated behind the speaker's table, the men are (l to r): Joe Richter, Ash Grove, Mo.; K. L. Brannon, Executive Officer, Central Region; Dave Scott, Executive V.P., National Pilot's Association; Schulte; Vincent Blackford, Kansas City, Retiring MPA President; Terry Fuldner, Monett, Mo., Association President-elect; H. L. Newman, Deputy Ass't. Administrator.

Henry L. Newman, Deputy Assistant Administrator, and Kirby L. Brannon, Executive Officer, also represented the Central Region at the convention.

FEDERAL AVIATION AGENCY IS FEATURED IN AIR FORCE MAGAZINE ARTICLE

The FAA and Central Region were mentioned in an article entitled "The Helping Hand" which appeared in the May issue of INTERCEPTOR, the magazine of the USAF Air Defense Command.

Basically, the story was an explanation of the advantages of using a Center coordinated radar descent when approaching a destination. It referred to the present recovery of a jet "by means of a descent to 20,000 feet over a fix followed by a steep letdown to the airfield as wasteful and inefficient."

"Enroute descents," the article stated, "save time, fuel, and greatly simplify the recovery problem from both the pilot's and the controller's viewpoint."

The FAA Central Region was cited as one area in which enroute radar penetration is no longer a novelty. At Bunker Hill AFB, the Indianapolis Center estimates that over 90% of the instrument letdowns by all military aircraft are now enroute descents. An agreement between Bunker Hill AFB and the Indianapolis Center contains the first published procedures designed specifically to handle enroute radar/TACAN approaches.

Implementation of these procedures has not been without its problems, however. Although the article lauds the benefits of the radar descent, there are complaints from the pilots, which fall into two categories: too high and too low. In the first case, the aircraft is positioned at the final approach fix/gate at a higher altitude than desired. "Difficulty is then encountered," the article states, "in getting down to the glide slope interception altitude below gear and flap speed." The second main problem occurs when the aircraft tunnels a long distance at low altitude prior to reaching the final approach area. "Tunneling is always objectionable," to quote the article, "because pilots hate to watch the old fuel barreling through the bird at low altitudes." (It might be said here that fuel consumption in a jet aircraft increases sharply as altitude decreases.)

The article told how the pilot could help the controller and himself and stressed the fact that it is essential that a pilot's intention for a JAL enroute penetration be known as far in advance as possible.

"There are many advantages to the enroute radar penetration," the article continued. "It increases safety by keeping the pilot in the radar environment throughout the penetration." The pilot then can concentrate on his flying techniques rather than face the distraction of reading charts. Time-consuming maneuvers required by many of the current published letdown procedures are eliminated. Holding stacks, too, are abolished. The advantages from the controller's viewpoint are many and result in a more efficient traffic control system.

The article typifies the cooperative spirit existing between the FAA and the biggest user of our airways system.

POWER FAILURE AT DETROIT AIRPORT SHOWS VALUE OF COOPERATIVE SPIRIT

Events at Detroit Metropolitan Airport recently demonstrated the value of harmonious working relations between FAA and other tenants at the airport.

The chain of events began when an FAA 2200-volt power cable supplying two remote transmitter sites developed a short.

This brought about the following: The Detroit Metro Tower had to go on standby power, the Flight Service Station had only one radio channel available and Detroit Center lost its VDF, four UHF and two VHF transmitters.

Immediately after the short was discovered, a call to Mr. Douglas Wolfe, Airport Superintendent, placed an electrician at FAA disposal. Meanwhile technicians had located some surplus cable and went to work extending jumpers from the site to a nearby airport power vault. The airport electrician then connected to his commercial supply, putting all facilities back to normal operation. All this happened within three hours.

The following day Structures and Grounds Superintendent Everett Bahrke and SMS technicians isolated the short to a section of cable between a pull-box and a roof-top transformer in one of the hangars on the field. The pull-box was directly over an experimental aircraft operated by the Bendix Company. Bendix personnel, however, obligingly moved the airplane in order that a pneumatic ladder—courtesy of Zantop—could be trundled into place.

Technicians then cut into the defective cable at the pull-box and replaced it. Others borrowed a propane burner from the Airport and repaired the transformer.

After coordination between the Maintenance Liaison Officer, tower, station, and center personnel, the temporary jumpers were removed and in less than 15 minutes things were back to normal . . . on FAA power.

Throughout the entire proceedings there was no delay to air traffic nor curtailments to air traffic control.

J. W. Skolaut, CE-512.2, was recently feted at a luncheon by Regional Office associates prior to his transfer to SW Region. He became Defense Readiness Officer effective May 26. Photo shows R. I. Chaffee presenting a farewell token as J. M. Beardslee, CE Assistant Administrator, and Mrs. Skolaut look on.

French Aviation Officials Observe Civil/Military Operations at CARF

The French Director of Air Navigation, M. Lansalot-Basou, accompanied by three high-ranking French Military officers visited the Central Altitude Reservation Facility (CARF) on May 28.

The visit to Kansas City was one stop in a nationwide tour to observe the application of integrated control of civil and military air traffic and the effect of such integration on military operations.

The two-week tour of U.S. facilities was sponsored jointly by the FAA and the Department of Defense. Accompanying M. Lansalot-Basou were General Madon, French Air Command; General Pape, French Military ATS; and Colonel Aubert, National Defense Staff, Policy Division.

The group was escorted by Lt. Col. Daniel Moore, United States NATO Representative, and Mr. Robert Martin, Washington Air Traffic Service. Next stop on the itinerary was Chicago, ARTCC, Aurora, Illinois.

Visiting French Aviation officials and their escorts are shown shortly after their arrival in Kansas City, where they were greeted by members of the Regional Office. Left to right: K. L. Brannon, Executive Officer; M. S. Skinner, Chief, Procedures Branch, Air Traffic Division; Robert Martin, Washington Air Traffic Service; Colonel Emmanuel Aubert, National Defense Staff, Policy Division; General Joel Pape; French Military Air Traffic Service; General Michel Madon, French Air Command; M. Lansalot-Basou, French Director of Air Navigation; Lt. Col. Daniel Moore, U. S. Representative, NATO Committee for European Airspace Coordination (Paris). Standing in the aircraft door is pilot Chas H. Schild, Washington Aircraft Services Division.

Manned Facility Map

Jim Ray, CE-788, points out to H. L. Newman, Deputy Assistant Administrator, the new Regional Manned Facilities presentation he wired recently. Working in the basement of his home during his spare time, Ray installed over 800 feet of wire, 21 switches, 425 bulbs, plus assorted transformers, tie strips, and other odds and ends, before completing the project.

At the flick of a switch any series of offices or field facilities under any one of the Divisions can be lighted separately or all together; all Regional offices can be illuminated; all centers in the U.S.; or all facilities in the Central Region can be lighted.

Originally the inspiration of N. B. Hudson, Chief, Management Analysis Division, the project was coordinated by M. E. Davis, Publishing and Graphics Branch Chief.

BACKYARD SHELTER A WORTHWHILE PROJECT

(Editor's Note: Mr. A. D. Weingartner, Realty Specialist in the Regional Office, recently constructed a backyard family "shelter." He was asked to describe his experiences in building the shelter for the benefit of other readers of FAA HORIZONS *who may desire this means of protection for their families but who haven't taken that vital "first step.")*

The decision to make my own "fallout" and "tornado" shelter was based on a desire to provide my family with a fairly high protection factor in case of emergency and at the same time give us some of that extra room for the house we've always wanted.

The rock-surrounded rose garden shown in accompanying pictures camouflages a shelter whose floor is six and one-half feet below grade, and whose ceiling is covered by three feet of earth above ground. The construction is designed to withstand the threat of "fallout" and also to provide protection from tornadoes, common in this part of the country.

If you want an underground retreat (your wife may be more enthusiastic about the rose garden), select a spot in your yard and start digging! I hope you find a spot without too many rocks.

Hollow concrete blocks, filled with clay or dirt, make an excellent wall and are relatively easy to handle. Your wall may have a curve or two if you haven't a good "eye." However, my advice is to use a homemade plumb line or a carpenter's level when laying the walls.

Soon you are ready for a raftered roof which should be covered with polyethylene and several layers of 15-30-pound felt paper to help insure its being waterproof. Using a "Penta" type preservative on all wood used in construction will almost triple its resistance to moisture.

Extra strength can be given to the overhead structure by adding 3½" diameter 3/16" thick used steel boiler tubing. It comes in 18-20-foot lengths and can be obtained at most any steel company. Cut the tubing to size with holes at intervals for air vents.

Some type of blower arrangement is necessary to provide the necessary circulation of fresh air. They aren't as expensive as you might think for the man with a bit of ingenuity. With a little inventiveness you can make one from a used air conditioner squirrel cage assembly. Some are priced as low as 12½ cents each. The rest of the rig for the hand turn assembly (powered if you wish) can be of your own design. There are many ways to make these rigs by using the gear, chain and pedal assembly from an old bicycle, for instance.

One tip on mixing concrete in cold weather, just in case it takes you longer to dig the shelter that you anticipate: If you mix concrete in cold weather as low as 20 degrees Fahrenheit, use a 2% solution of anhydrous calcium chloride and be sure to cover carefully for setting. This procedure will let the concrete "cure" properly during cold weather.

Anyone who undertakes a project like this will have fun working out the details, especially the interior decor. In addition there will be plenty of good rich dirt left over to fill those low spots in the yard, or to use in improving other flower beds around the place.

When your shelter is finished, even though you had done only a fair selling job to your wife before you began, the chances are she'll like it so much she'll be inviting folks to "Come out and see my shelter!"

EXPERIMENTAL AIRCRAFT FLY-IN MAKES LIKE BIG BUSINESS FOR FAIRFAX

Homebuilt Aircraft Flocked To Kansas City Fairfax

Fairfax Airport, Kansas City, Kansas, was the recent scene of the Second Annual Fly-In sponsored by the Greater Kansas City Chapter of the Experimental Aircraft Association.

Airport Traffic Controllers spent a busy two days as more than 70 fliers and their aircraft (many without radio) converged on the area. The event attracted pilots and planes from as far away as Minneapolis, Minnesota, and Glenwood, Illinois.

Both antique and homebuilt aircraft were to be seen, plus a WW II P-15 fighter.

Among the "classics" was N-23, a Fairchild 24, formerly owned and operated by the CAA. This particular aircraft is approximately 32 years old, according to its present owner, and still has its original fabric.

Over thirty trophies were awarded in categories ranging from "Most Popular Airplane" to "Best Original Design."

The event proved to be an excellent forerunner of the nationwide EAA convention to be held in Rockford, Illinois, late in the month of July.

Many of the unique aircraft arrived with no radio. Richard O. Wilson gives a new arrival the green light while Robert A. Johnson keeps an eye on those on the ground.

Hired in 1937 as Airways Keeper Flight Service Specialist Retires

Frank Burnell, Ottumwa, Iowa, Flight Service Specialist, retired recently after more than 26 years of service.

One of the oldest active specialists in the Agency, Frank had reached the mandatory retirement age of 70. He began in 1937 as an Airways Keeper with the Lighthouse Service.

His first duty station was Adair, Iowa, one of the string of Intermediate Fields across the Nation used by pilots flying the U.S. Mail. Rotating beacons marked the routes for the pilots who looked for a flag or flare (at night) at each Intermediate Field to signify a mail sack to pick up or some other message.

As Airways Keeper, he took weather observations which he transmitted on the teletype circuits of the day. He also repaired roads, cared for the grounds, and climbed the beacon tower to polish the reflector among many other duties.

Frank Burnell saw aviation progress from the days of beacons, to low frequency ranges, to VORTAC facilities. He saw planes evolve from deHavilands to DC-8's. During his 26 years radio advanced from single channel, high-frequency receivers and transmitters to multi-channel UHF transceivers and radar beacons.

Through all this time, he did not spend his duty hours only at Adair. He moved occasionally to a better station or to get a desired promotion, and saw duty at Atlantic, Montezuma, New Florence, and Storey City, Iowa; once more to Atlantic, before going to Des Moines where he served until 1954. At this time he transferred to Ottumwa where he remained until his retirement.

Frank was honored at a dinner before he retired which was attended by many of his friends and associates. He has retired to his home in Grinnell, Iowa. Future plans include travel.

ATC Man from Sudan

J. M. Beardslee, Assistant Administrator, welcomed two officials in the aviation field from foreign countries during recent weeks. Here he is shown with Mohamed El Sheikh, Senior Air Traffic Control Officer of Sudan, who spent several weeks in the United States and two weeks in the Regional Office. Another visitor was Miguel Carballo, Chief, Personnel Licensing, Air Ministry of Spain. Carballo also spent several weeks in the United States and worked with Regional Air Carrier personnel while in Kansas City.

Systems Maintenance Get-Together

Regional Office personnel and Washington Systems Maintenance Service Appraisal team members pose for the camera shortly before a recent meeting. Seated left to right: K. L. Brannon; H. Hill, SM-300; Wm. Boesch, SM-3; G. E. Goudie, SM-2; J. M. Beardslee; P. D. McKeel, SM-100. Standing, left to right: C. B. Griggs, SM-200; D. W. Updike, SMDO-5; P. E. Watkins, SMDO-11; J. E. Carl, SMDO-7; D. R. Begley, SMDO-10; R. G. Smith, SM-5; W. T. Ernst, SM-400; W. C. Sharp, N. F. Barritt, O. W. Stewart, J. A. Hargrave, F. C. Emanuel, R. Ogilvie; R. W. Bugg, SMDO-12; D. W. Lowrey, SMDO-6; H. E. Phalp, H. L. Newman.

TOASTMASTERS EXTEND INVITATION TO LUNCH, LISTEN AND LEARN

"The FAA Aeronautics Toastmasters Club will please come to order." This phrase marks the beginning of a typical Toastmasters meeting and has become very familiar to Central Region FAA'ers during the past twelve years.

Who are these people that call themselves Toastmasters? They're simply a group of men who have an identical prime goal—a desire to improve themselves. The principles of Toastmastering are important to everyone who talks—the salesman, the business executive, the professional man, and even the casual conversationalist.

These principles help the individual to: (a) overcome fear of an audience; (b) increase his leadership ability; (c) control and direct his mind more effectively; (d) learn to give and take criticism; (e) broaden his interests in life; (f) become a more useful citizen; (g) promote good fellowship; and (h) help others to help themselves.

Let's look in on a typical TM meeting. First comes the business portion which is currently conducted in the Kansas City Club by President Hank Nauert, CE-212. It includes the invocation, introduction of guests, reading of minutes of previous meeting, treasurer's report, committee reports, former and new business.

Now let's see what happens during the program portion of the meeting. The Toastmaster of the Day (Bill Sprague, CE-8, today) introduces a fellow member (Hal Phalp, CE-804) who is called the Parliamentarian. He will either conduct a mock meeting, during his allotted fifteen minutes, to check the members on their practical knowledge of Parliamentary procedures, or he will instruct the members on the finer points of a specific phase of Parliamentary Law. The members, meanwhile, are checking on HIS ability to conduct a meeting. In every case, Robert's Rules of Order is the "Bible" of the Parliamentarian.

At some of the meetings the Parliamentarian session is replaced by "Table Topics." The Topicmaster selects topics such as current events, emergency situations, or any subject, and selects various individuals to discuss the subjects. These discussions are impromptu and thus teach the members to express themselves without preparation.

Variety is added once each month by substituting a 15-minute grammarian session, the purpose being to increase each member's vocabulary, i.e., to learn new words, their origin and correct pronunciation and usage.

Current officers of the Aeronautics Toastmasters' Club are: (left to right) Jim Lindsey, CE-80, Vice President; Jack Linberg, CE-784 ID, Sergeant-at-Arms; Hank Nauert, CE-212, President; Treasurer Hugh Parkins, CE-765; Dr. Jim Varady, Secretary. They meet every Tuesday to help one another think fast and speak up.

A brief break is taken before the formal speeches of the day begin. Three or four members have prepared speeches on a subject of their own choosing and must speak for a maximum of seven minutes.

At the conclusion of the speeches, the members vote by ballot to determine the best speaker of the day. The winner is awarded a TM trophy.

Next follows that part of the program considered the most important . . . the speech and program evaluation. This session is conducted by a Master Evaluator and his assistants. Today's ME is Tom Davis (CE-252) assisted by Deck Crouse (CE-264), Foster Wiley (CE-724), Hugh Parkins (CE-765), and Jack Linberg (CE-784). These men evaluate each phase of the meeting including the business session. Special emphasis is placed on evaluating the speakers and their speeches, stressing strong points, errors, and weak points. Friendly advice and counsel are the by-products of this session.

The members now vote by ballot for the one among them who they feel has contributed most toward the success of the day's meeting. The winner, called the "Sparkie of the Day," is awarded a traveling trophy to display for one week.

You should note that throughout the meeting the emphasis has been on learning and practicing. Making and correcting errors in our "workshop" helps to avoid embarrassing errors on the job or in public.

The FAA, like hundreds of other forward thinking organizations, encourages membership in Toastmasters. The development and improvement of skills in speaking, listening and thinking are not only rewarding to the individual but also increase his effectiveness within our Agency. J. M. Beardslee, Assistant Administrator in the Central Region, has given his support to participation by FAA'ers in the Toastmasters program.

You've now completed the "coach" tour. Aeronautics Toastmasters Club (or the TM Club in YOUR town) invites you to go "First Class" by actually attending one of our meetings held each Tuesday noon. (Regional Headquarters personnel may contact President Hank Nauert, Extension 4337.) Others may contact their local clubs. Keep in mind the motto—"Toastmasters is not just a club, it's an education!"

Records Building Started

Construction work on the new Aviation Records Building at the Aeronautical Center began May 13th. When completed the new building will look like the model displayed here. The $3.4 million dollar building will house all airman and aircraft records for civil aviation; will be three stories in height and the basement will have an area for programming computers and other equipment. A cafeteria, to seat 400 people, will front MacArthur Blvd. and there will be a connecting tunnel between the Center Administration Building and the Records Building. Completion date is tentatively set for September, 1964.

Special Services Chief Named at Aeronautical Center

Andrew Gula, Jr.

A retired Army Lt. Colonel has joined the Administrative Services Division at the Aeronautical Center, and has been appointed Chief, Special Services Branch.

He is Andrew Gula, Jr., who began his Civil Service career with the War Department in 1940. He originally entered military service at Philadelphia, Pa., in 1941, and returned to Civil Service for a three month period in 1946 as a training officer in the Veterans Administration before being recalled to active military service.

Gula started his military career as a Private in the Corps of Engineers and progressed through the ranks to Technical Sergeant after which he entered Officers Training School. After almost a year to the day after he entered military service, Gula was commissioned a 2d Lt., Office of the Adjutant General.

His first assignment was with the Eleventh Air Force in Alaska. Gula served other foreign service tours in Germany, Eniwetok Atoll, and Okinawa. His daughter, Barbara, was born in Berlin, Germany, at the height of the Russian blockade and shortly thereafter was evacuated to West Germany along with Mrs. Gula.

He received a BS Degree at the University of Maryland.

The new IBM 7040 computer gets the once-over from Jay H. Moody, Assistant Chief, Control Systems Division, Bill Dickey, Chief, Computer Service Branch, and Joni Sue Lane, head of programmer trainees. Twice as fast as previous models, the machine was obtained by FAA on a lease-purchase option at about $9,000 a month less than the unit it replaced. This is the second such commercial 7040 installation in the U. S.; the first in a Federal Agency.

Center Golfers Scoff at Stormy Weather During Oklahoma Tourney

The first of several golf tournaments sponsored by the Aeronautical Center Employees Association was held late in April with winners selected in four different divisions.

Seventy-four players took part in the tourney in spite of rain and cold weather on the University of Oklahoma course.

The winners, rather than being presented trophies, were given passes to the Oklahoma City Open Golf Tourney.

Runners up were presented golf balls.

The winners were:

Championship Flight, Willis Stearman and George Harmon. A Flight: Jayn Russell and Richard Maynard. B Flight: C. H. Gebhart and Bob Clark. C Flight: Jack Herndon and J. L. Hardy. D Flight: Jack Webb and John Turner.

Golf Ball Winners: Ted Halter, Bob Hunter, Bob Rawlings, Wendell Akin, Gene Bourgeois, Bob Detwiler, H. J. Hanlan, Bob DeGrost and Bob Lukman.

AC Linguist 'Parle Francais'; Makes Visiting VIP Feel at Home

When Gilles Njamkepo, Director of Aviation for the Cameroon Republic, was a recent visitor to the Aeronautical Center, one of his points of interest was a visit to the Control Systems Division at the Staging Facility.

Njamkepo speaks French and uses an interpreter when any English is spoken.

When he arrived at the Control Systems Division, he was introduced to Jay Moody, Assistant Chief of the Division.

Moody in turn introduced the visitor to Betty Flinta. Immediately Mrs. Flinta and Njamkepo started talking in French. The tour came off well. French is one of four languages Mrs. Flinta speaks fluently.

Flight Surgeons Get Inside Look at CARI Operations in May Visit

The Civil Aeromedical Research Institute played host to 40 Flight Surgeons from the U.S. Air Force, plus a number of doctors from foreign nations early in May.

They received briefings on the standards and certification programs, as well as Aviation Medical Service research. The U.S. Flight Surgeons were from Brooks Air Force Base and are taking the "long course" in aviation medicine. About half the total were from foreign countries including Germany, Afghanistan, Italy and the Philippines.

Some 240 Airway Engineers' Society delegates mix business with pleasure at this banquet at Oklahoma City.

AES Holds Annual Meeting and Dinner

Southwest Region and Aeronautical Center members of the Airway Engineers' Society held a joint meeting April 27, in Oklahoma City. The AES, composed of electronic engineers from the Federal Aviation Agency, had 146 active members in attendance at the afternoon business session and more than 240 in attendance at the Saturday night banquet.

AES Executive Director N. B. Wilson, Washington, D.C., discussed the need for increased participation in Society activities by Society members; mentioned the need for expansion of the AES public relations program to acquaint the average citizen with FAA electronic facilities and services.

Reclassification standards for electronic technicians are to be implemented in the next few months. The AES considers the standards as more definitive of the skills and knowledges required of the technician and presents a challenge to the technician to prepare himself for movement into the engineering classification.

The standards also assure the Agency of a greater maintenance capability.

Those who spoke at the business session were President D. R. Begley, Jim Lenox, District Supervisor, Tulsa; Maurice Shepherd, Southwest Region AES Director and Bill Archer, Aeronautical Center AES Director.

At the evening session, William J. Schulte, Assistant Administrator for General Aviation, discussed the secondary influences of the Academy programs as well as the Academy's impact on neighboring communities. He pointed out that the Academy's training has become recognized by the "little guy who flies the small aircraft" as well as by national organizations and airlines. Schulte reminded Academy instructors of their responsibility in creating a favorable image of the United States for the foreign nationals in training at the Academy.

Glenn Goudie, Deputy Director of Systems Maintenance Service, emphasized that changes and improvements in maintenance practices are in a process of evolution. He spelled out the future in terms of optimum facility operation, professional advancement of personnel and an increased electronics capability to serve the public.

N. B. Wilson

William J. Schulte

Glenn Goudie

Indian Humor is Funny

Thanks to Flores' Ideas

Bill Flores, CARI medical illustrator, with samples of his humorous Indian art. He shuns captions, says pictures should tell their own tale. Right?

His surname suggests Spanish extraction, but his features are those of the American Indian—a South Plains Indian. He might belong to any of the Five Civilized Tribes or the Ute, Sioux, or Apache.

Bill Flores is a Medical Illustrator for the Civil Aeromedical Research Institute at the Aeronautical Center. The antithesis of the white man's version of the American Indian, Bill Flores is no Stoic nor is he overly gregarious. He has the quiet introspection of the born artist and that is his trade mark. He is an Indian artist, or rather a cartoonist.

Flores has been called "The Master of Indian Humor," and his title speaks well of the cartooning he turns out in his spare time.

The drawings and cartoons are becoming well known to Oklahomans and virtually everyone tells of the humorous side of Indian life.

To talk to Flores is an education in itself, for you can see things in his mannerisms that prove he is the kind of person who gets a kick out of life.

In any conversation the artist's irrepressible personality creeps quickly through, for when he agrees with a suggestion a big grin darts across his face and a comment such as "that's crazy man" comes out in quick order.

Well liked by his co-workers, Flores manages to keep his humor hidden part of the time, but sooner or later it will crop out.

CARI researchers were doing some experiments recently looking into the effects of very cold water on the human body. Flores volunteered as a subject, and one of his fingers was placed in the very cold liquid. He said after the experience, "Man, I had a frigid digit for a week."

Flores takes pride in his work and, as far as he knows, he is the only Indian artist that draws humorous tales and uses no captions.

"I feel if the picture can't tell the story, then it is no good," he says.

Flores went to grade school and high school at Anadarko, Oklahoma, aptly nicknamed "Indian City, U.S.A." He has been drawing for fun and practice since grade school days, and has accumulated a vast store of his works.

He means it when he says, "I don't want to sell any of my pictures now. They are purely for shows. Someday maybe, but not right now."

Collections of his pictures have been shown from coast to coast and a lot of stops in between. He has exhibited in such cities as New York, Los Angeles, Washington and many smaller places.

His latest after-hours plan is to produce children's books, the story as well as the drawings, recreating the Indian tales he heard as a youngster.

His fellow Indians like his work very much and there is no resentment when Flores pokes fun at the tribes because: "They know I'm not laughing at them, but rather laughing with them."

Basically Flores uses a water color style, but adds dimension to the pictures with a highly developed wash technique.

When sending the pictures to a show, Flores always sends them by air express and they are returned the same way.

More and more Americans are seeing Flores and his little people in all their colorful glory.

The Tin Goose Still Flies

Thirty-four years ago the production line at Henry Ford's airplane factory in Detroit turned out the last of the legendary three-engine transport aircraft. Known affectionately then and now as the "Tin Goose" 10 of 199 built are still hard at work carrying passengers and cargo, spraying forests, and generally doing almost everything the ultra-modern planes can do, and some they can't such as landing on a 600-foot gravel strip.

A number of FAAers at the Aeronautical Center, veterans of the Ford Tri-motor, recall it as "a real good airplane."

Frank J. Miller is one of these. He remembers that his first introduction to the grand old lady was made in the Chicago area in the late 1920's. At that time the aircraft was making airline history. Twelve or so years later, as a CAA Inspector, he was flying it in San Antonio, Texas, checking out private pilots for their multi-engine ratings.

Two other Centerites with Ford time in their logs, are "Murph" Shedenhelm and Hope Biggers. "We had one at Parks Air College in St. Louis in the early '30's when I taught there", Shedenham recalls. "It was a terrific plane for its day and the 60 gallons of fuel per hour those three engines used is something to remember."

Bigger's memories are along the same line. "I gave guys ratings in that plane," he said, "and I enjoyed flying it."

Only recently, Merle Hunter, an FAA old timer (certificate circa 1934) now Supervising Inspector of the Air Carrier District Office in Fort Worth, was called to Tulsa by American Airlines to check out six pilots in a tri-motored relic of the company's early days. Reason: American plans to show it to the country this summer on a nation-wide tour, after which it will take its place in the Smithsonian with the Wright Brothers' first plane, Lindbergh's "Spirit of St. Louis," Wiley Post's "Winnie May" and many another reminder of aviation's happy past.

This particular airplane was a soldier of fortune and has a history to match. Purchased originally in April 1929 for $55,475 by a venturesome oil man from Tulsa, Erle P. Halliburton, for an airline he was starting called appropriately Southwest Air Fast Express, it began its career at that airport. It was the year when nearly all the great U.S. airlines of today were taking their first tentative steps. The government was encouraging scheduled flying by putting routes up for bidding and paying the successful bidder a subsidy for carrying the mail.

For a long time the mail was the life blood of the airlines, because only those who like to live dangerously could be lured into taking both feet off the ground and paying cash for the privilege. Halliburton and American Airways (the name was changed in 1934) bid on the southern transcontinental route, running between Atlanta and Los Angeles via every city between that had a landing field, including Big Spring, Texas. American won, bought out Halliburton and in the process acquired the Tri-motor.

Two years later the plane was transferred to Colonial Air Transport, an eastern division of American that covered New England and New York State. As more modern aircraft began to appear the Ford became a back-up plane at AA's Cleveland base and finally, in 1935, was officially retired from the company—but not from service. It was sold to an airline that flew in the countries of Central America, Transportes Aereos Centro-Americanos—TACA for short—and in those areas of isolated communities and impossible roads, the Ford came into its own. It was still going strong during World War II when TACA was sold and the purchasing company disposed of its assets. (When American's mechanics were restoring the plane they found a crumbling Nicaraguan newspaper dated 1943 stuffed into the center section of the wing.)

American's "Tin Goose" checks out in test hop high over Arkansas River near Tulsa, Okla.

AA Capt. Stanley Young (l) before check-out ride with Merle Hunter, FAA Southwest Region. Can you spot the modern touches in the cockpit?

Ford Tri-Motor, a "giant" not too long ago, is dwarfed by Boeing 707

Successively the Tri-motor was owned by a non-sked in Mexico, crop dusters in Montana and a bush outfit in Alaska. Re-sold, it went back to Mexico and wound up in a crash on a landing strip in Guadalajara. When it was recovered a Mexican family had made a home out of it, complete with a wood-burning, pot-bellied stove, the chimney sticking out of a hole in the top of the fuselage.

It was brought back to American's maintenance base at Tulsa, the city where more than three decades before it had begun its career, and rebuilt, reupholstered, refinished, and rehabilitated until, former glamor restored, it is ready for its farewell tour.

Of the remaining nine Tri-motors, the Johnson Flying Service, Missoula, Montana, uses three in its charter operations. "We fly them extensively in the summer during the forest fire season," T. J. Kerr, Chief Pilot, Air Carrier Division, reports. "They are used to drop smoke jumpers, fire cargo (shovels, axes, power saws, water pumps, food) and other fire camp supplies. We land in the remote "back country" grass, normally on short and unimproved gravel and sand strips, to pick up and deliver fire fighters, cargo, horses, fishermen and hunters, and others.

"We also use them to spray timber for such pests as the spruce budworm, gypsy moth, and other tree damaging insects. Being slow and maneuverable the Ford is well suited for spraying timber in narrow canyons and along rivers.

"We have operated the Fords from 600-800 foot strips. They can carry quite a heavy load into areas that otherwise would be inaccessible, thus opening up the mountains for the people in our country."

One of the Johnson Fords is used to drop fire-retardant (borate or bentonite) on forest fires. The pilot is required to fly over the forest at tree-top level in order to insure accuracy when dropping the chemicals.

Actually, the Ford Tri-motor has been instrumental in initiating most of the aerial techniques presently being used over the nation in fire control, conservation, seeding, reforestation, aerial supply, and "back country" habitation.

Another user of the Ford Tri-motor is Gene Frank, Caldwell, Idaho, who has two of them. Used primarily in the west, Frank has brought his Fords east several summers to spray for Gypsy Moth control at Middletown, N.Y. and New Bedford, Mass.

One of Frank's Fords, formerly of Mexican registry, is now at the Floating Feather Airport, Boise, Idaho, where it has been reskinned with smooth instead of corrugated metal and fitted with 500 Pratt and Whitney engines with instant speed props, and according to the owner, will make a good sprayer.

The Travelair Taxi Company of Sandusky, Ohio has two Fords, and John M. Louch of Monmouth, Illinois also has two he uses for all-round flying purposes. The reason the Tri-motor was built at all was that Henry Ford believed the future of U.S. aviation was in the "transport." He called his staff together and told them to design a tri-motor that would be better than the Dutch Fokker which was being flown in this country.

The plane, as first designed by the great aeronautical engineer, Bill Stout, was a single engine, high-wing cabin monoplane with a cantilever wing and a "Liberty" engine that "revved up" 400 horsepower. The all metal body was covered with a corrugated metal skin covering that was to become the trademark of the "Tin Goose."

Redesigned several times by Stout and his staff, the plane eventually became the one we now know, designated the "4-AT." Continued modifications changed it from an eight passenger configuration to 12 to 14 passengers, powered first by Wright J4 engines and eventually by J5 power plants.

The men at the Aeronautical Center, used to flying 707's and the like, are glad that the "Tin Goose" is still in the running. "It was good to see the old girl in action," Merle Hunter said after he had brought her down at the Tulsa airport. "She can still get in a good day's work."

She can and so they all can—and will—as long as the FAA continues to give them the "Go" sign.

CASEY GIVEN AWARD FOR WORK ON MOBILE LOUNGE

Martin C. Casey (left), accepts Award Certificate from Warren W. Smith, Chief, FS Training Division.

Martin C. Casey, an instructor in the FAA Academy, was recently presented a Certificate of Award from the Administrator for his work as a member of the Flight Standards Service team that formulated and monitored the Acceptance Test Program for the prototype mobile lounges which are now in operation at Dulles International Airport.

These lounges are an entirely new concept in the handling of aircraft on the ground, with respect to the loading and unloading of passengers, and they are the first vehicles of this type in the world.

The Service team had nothing to follow on the design of the Mobile Lounge. Some of the components are in use in other machinery, but no testing data was available.

Casey was presented the award by Warren W. Smith, Flight Standards Training Division Chief. The award also carried a $260 monetary segment.

CARI Photogs Make Color Film for Paris Exposition

The Audio Visual Section of the Civil Aeromedical Research Institute was called upon for an interesting assignment in May.

The group, headed by J. D. Allred and Craig Winters, was given an assignment to film some 500 feet of color film with a Cinemascope lens to be used in a film production to be shown as a part of the FAA exhibit at the International Aviation Exposition at Paris this summer.

Allred and Winters' film will go into the movie "Flight Controls of the Future."

The photographers pictured take-offs and landings of commercial jets at Will Rogers Field.

They also took Cinemascope film of aircraft landings at Will Rogers Field. The camera was mounted in the light well of a light aircraft.

The camera was operated by remote control by Allred from a set position in the cabin of the Twin Beechcraft.

"Another shot we had to make," Allred commented, "was the instrument panel of the FAA Boeing 720.

"By the time we have the cameras in position, we were over Wichita Falls, Texas. We flew all over this part of the country in getting the pictures."

When the pair was filming the take-offs, one big jet was close to the ground on departure. The pilot climbed steeply on take-off and the blast from the engines spun them around and cameras and men went in various directions.

400 Center Bowlers Roll High Scores in Five Leagues

Over 400 bowlers connected with the Aeronautical Center completed action with champions crowned in five different leagues.

A team of women bowlers wound up third in the Oklahoma City Classic Women's Tournament.

The tourney team members were: Pat Geer, Pat Chaney, Goldie Davis, Maryann Mohr and Doris Nichols.

Various league winners were:

FAA Southwest League: First place: Jacob Davis, Goldie Davis, Allen Nix, Jewell Nix and John Thorn. Second place: Clyde Daniels, Jeanne Daniels, Doris Nichols, B. Sage, H. VanWyen.

FAA Southside League: First place: Joe Harless, Betty Morris, Bob Watts, Al Brewer, Mary Brewer. Second place: Sherman Daugherty, Betty Donoho, Ted Coakley, Peggy Baker, Stan Young.

FAA Northside League: First place: George Dane, Evelyn Dane, Ed O'Brien, Norma O'Brien, Paul Lindhorn.

Second place: Lewis N. Bayne, Jennie Bayne, Richard McMurray, Bobbie McMurray, Al Krag.

FAA Men's League: First place: Durell Treadway, Ed Osserman, Dale Walker, Ray Corley. Second place: Earl Berryman, Hank Mattocks, Eddie Routh, Wes Mickey, Fred Schur.

Society for Industrial Security Organizes New Chapter at OK City

A recent meeting at the Aeronautical Center was held to form an Oklahoma City Chapter of the American Society for Industrial Security.

The main speaker was J. J. Malloy, Regional Vice-President of ASIS.

Representing the Aeronautical Center from the Compliance and Security Division were George E. Dane, Robert Kaster, Carl Bailey and Neal Railey.

ASIS was formed to meet the long-standing need for a national association to unite industrial security officials into one recognized professional society.

ESSAY WINS BOND FOR STUDENT

Dick Wenzel, President of the Aeronautical Center Employees' Association is shown presenting Katherine Joy Heitman, Lawton high school student, a $100 U.S. Savings Bond for having placed sixth in the 1963 Essay Contest sponsored by the Governor's Committee on Employment of the Handicapped.

SIEGEL CHOSEN BY SPACE MEDICS

Dr. Peter V. Siegel, Chief, Aeromedical Certification Division, Aviation Medical Service, was elected vice-president of the Aerospace Medical Association at its annual meeting in Los Angeles.

FAA AERONAUTICAL CENTER DRAWS VISITORS FROM FOUR CORNERS OF GLOBE

Captain A. K. Lunella, Chief Air Traffic Inspector, Ministry of Communications and Public Works, Finland, was one of the Center's foreign visitors.

Colonel Luis Ordonez, Director General of Civil Aviation for Venezuela was impressed by Center activities. He came in April in answer to Halaby's invitation.

Gustav Glunz, Chief, Air Traffic Service, West Germany; Enar Olson, FAA Academy, and Werner Kriepe, Director General Civil Aviation, West Germany.

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 Aviation Organization, and many more are scheduled to visit the Center through the rest of the summer.

Most recent International guests were Gen. Carlos Rute, Director General, Civil Aviation for Spain and his aide.

Shortly before them Gilles Njamkepo, Director of Civil Aviation of Cameroon Republic, and his interpreter.

Other visitors were Pierre Hamer, Ministry of Transport and Power, Luxembourg; Werner Kreipe, Director of Civil Aviation, W. Germany; Col. Luis Ordenez, Director General, Civil Aviation, Venezuela, and Capt. A. K. Lunnela, Chief Air Traffic Inspector, Ministry of Communications and Public Works, Finland.

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

Administrator N. E. Halaby has invited the civil aviation leaders of more than 90 nations of ICAO to visit the FAA facilities in this country to become acquainted in actuality with the operation of the Agency.

In many instances, the visitor tours 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 the air traffic control procedures, usage of air navigation equipment, and will tour the Medical Research areas of the Civil Aeromedical Research Institute.

The Oklahoma City Chamber of Commerce helps the visitors feel at home, inviting the foreign guests into the homes of leading Oklahoma Citizens who serve on host committees.

Often the foreign visitors are pleased to learn that one of their fellow countrymen is training in the FAA Academy. It brings a bit of home to both the visitor and student on those 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 are often good will ambassadors of the Center when they return to their homes.

Sooner high school students find an insight into the workings of the Center and often are aided in the selection of a future profession by what they see there. Every area of the Center provides guides for the tours, pointing out the specific advancements in civil aviation in their particular areas.

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

The Cameron Republic was represented by Gilles Njamkepo, (2d. l). With him are R. W. Pulling, Manager of the Installation and Material Depot, M. Horn, Mr. Njamkepo's interpreter, and W. M. Matthews, Aircraft Services Base.

General Carlos Rute, Director General of Aviation for Spain is welcomed to the Aeronautical Center by Darwin T. Maurer, the FAA International Liaison Officer, (left). Carl Posey, IAS, stands beside Mr. Maurer, and Major C. Rubio.

HERE ARE GROUND RULES ON EMPLOYEE-MANAGEMENT COOPERATION PROGRAM

The Civil Service Commission recently reported to President Kennedy that the Employee-Management Cooperation Program in the Federal Service, established a year ago by Executive Order 10988, "is off to a good start and shows promise of achieving the high purpose for which it was conceived."

Since then the Aeronautical Center has granted informal recognition to Local 960, International Association of Machinists, Oklahoma City, Oklahoma, and to the Airways Engineering Society, Region Seven, Oklahoma City. The following questions and answers will give you a bird's eye review of a few aspects of the Employee-Management Program.

1. *What groups are considered Employee Organizations under Executive Order 10988?*

Any lawful organization, federation, council of employee organizations, or brotherhood having as its primary purpose the improvement of working conditions among Federal employees and employees of private organizations. The term does not include recreation associations, veterans groups, credit unions and similar organizations.

2. *Are Employee Organizations required to meet any basic criteria for recognition?*

Yes. The term "employee organization" shall not include any organization which (a) asserts the right to strike against the Government or to assist or participate in any such strike; (b) advocate the overthrow of the constitutional form of Government in the United States; or (c) discriminates with regard to the terms of membership because of race, color, creed, or national origin.

3. *Can any employee join an Employee Organization?*

Yes. All Aeronautical Center employees regardless of job or grade level are free to join, or to refrain from joining. Employees will be free from restraint, interference, or reprisal.

4. *Does the right to join an Employee Organization affect an employee's right to discuss matters of personal concern with appropriate supervisory officials?*

No. The Order specifically states that recognition of Employees Organizations shall not preclude any employee, regardless of Employee Organization membership, from bringing matters of personal concern to the attention of appropriate officials, or from choosing his own representative in a grievance.

5. *May a supervisor suggest to his employees that they join an Employees Organization?*

No. Membership or nonmembership in an Employees Organization is a matter for each employee to decide for himself.

6. *Who may hold office in an Employee Organization?*

So long as there would not be any conflict of interest or incompatibility with the employee's official duties, any employee, except management officials, personnel officers, and training officers, may be permitted to hold office in, or represent, an Employees Organization. However, no Employee Organization representative may represent any employee on a matter which relates solely to employees performing intelligence, investigative, or security functions.

7. *When does a conflict of interest or incompatibility exist?*

When the matters concerning which an employee will deal with management as the representative of an Employee Organization are the same matters he has authority to act upon or to recommend action upon in his capacity as an employee or representative of management.

8. *What must an employee do when a conflict of interest or incompatibility situation arises?*

Employees must withdraw from representing Employee Organizations when these duties conflict with their official duties. When in doubt they should discuss the matter with appropriate supervisors or personnel officers.

9. *What is a unit?*

A unit is a grouping of employees, established by management on the basis of community of interest so that it is possible for the employees to deal collectively as a single group.

10. *What types of recognition may be granted to Employee Organizations?*

Employee Organizations may be granted informal, formal, or exclusive recognition:

(a) Informal recognition: Granted upon request to an Employee Organization regardless of number of members and regardless of the status of other such organizations, provided it has members who are Employees of the Aeronautical Center to which the request for recognition has been submitted.

This type of recognition gives the Employee Organization the right to present its view of matters of concern to its members.

(b) Formal Recognition: Granted on request to an Employee Organization where at least 10 percent of the employees in a unit belong to the Employee Organization. Under this type of recognition management must consult with the representative of the Organization in the formulation of personnel policies and practices and matters affecting working conditions.

(c) Exclusive Recognition: Granted on request when the Employee Organization meets all the requirements for formal recognition and has been elected as the exclusive representative by a majority of the employees in the unit. Exclusive recognition gives the employee organization not only the right to be consulted in the formulation of personal policies and matters affecting the general working conditions, but also the right to enter into collective organizations for all employees of the unit, including those who are not members of the Employees Organization.

11. *If an employee is located in a unit for which an Employee Organization is granted exclusive recognition, does the employee have to join the Organization?*

No. The Employee Organization must represent all employees in the unit, including nonmembers, in consulting with management on personnel policies or working conditions.

12. *May Employee Organizations hold meetings during the working hours?*

No. All canvassing and soliciting activities must be conducted outside working hours of the employee canvassed or solicited, and of the individual performing these activities if he is also an employee of the Aeronautical Center.

13. *May Employee Organizations use Bulletin Boards?*

Yes. Such literature, however, may not contain statements which adversely reflect on or which attack the integrity or motives of individuals, other Employee Organizations, or activities of the Federal Government.

14. *Does the posting or distribution of Employee Organization literature constitute official Federal Aviation Agency endorsement of the contents thereof?*

No.

15. *Who is responsible for giving advice and guidance to employees on any question concerning employees' rights and obligations under the Program?*

Supervisors, with the assistance of the personnel office.

The Aeronautical Center is proud of its many years of cooperating and working with Employee Organizations and is looking forward to a continuation of the mutual benefits gained through its employee organization relationships.

Alertness Is Everyone's Duty; Self-Discipline Leads to Quality

Alertness, the presence or the lack of it, can be the deciding factor between safety and casualty. In our work of providing the utmost in air safety for the 30 million Americans who make up the flying public, there can be no lack of attention to duty.

Accident-free flying is our goal; it is the culmination of all our efforts. Every employee must stay alert and attentive to his duties every minute he is on the job. Distractions may occur at a critical time—a time when life and property are at stake.

This is the vacation season, when thoughts turn to relaxation away from work at some exciting resort, or possibly two weeks of quiet with the family at home. Thoughts of these future events on the job may creep into planning resulting in day-dreaming and obscuring a critical movement of a plane when a fateful decision must be made.

All personnel have their responsibilities in fulfilling the FAA mission. An example of these responsibilities can be illustrated by the work of the controllers, the unseen monitors of the Federal Airways. Pilots depend on them to make decisions which could make the difference between a safe trip or one of tragedy. Their voices—a short sentence of instruction—are safety beacons for the pilots.

Alert personnel can do more than give routine instructions; they can contribute to safer flying. For example, the Southwest area is now in the midst of its thunderstorm season. Armed with the latest weather briefings and advisories, alert controllers can pinpoint possible danger areas and warn pilots who are not using good flying judgment.

Pilots, recognizing the alertness of controllers, will make it a two-way communications street by advising on sudden and unreported weather changes in their areas.

The work of the alert controller is only one example. He is one of the first we think about because he is in daily, around-the-clock, radio contact with the flying public. Whether a person is in Flight Standards, Airports, Installation and Materiel, Systems Maintenance, or one of the supporting offices, his responsibility to the public is just as great. All work must be of high quality; anything less would endanger public safety.

Every employee in some way contributes to air safety. The electronics maintenance technician is vital to the proper functioning of equipment so necessary for the controllers to stay on the job. Without the technicians there would be no need for the other workers. Surely, they must be alert to their responsibili ties.

Personnel in all the other divisions and branches are just as important in their respective phases of work. A hurried inspection by a supervising inspector, an overlooked report, a faulty diagram—any of these and many others would bring discredit to the organization.

It is consistent attention to duty that counts rather than the brief flashes of brilliance. Ability is listed as the top qualification for a good worker, but a requisite of this ability is that it be developed into beneficial mental attitudes. These several attitudes mature and make the worker alert:

Accept total responsibility for the job —this is an obligation for the worker to perform, to strive to be perfect and to eliminate all shortcomings.

Take a professional attitude toward the work—with such an attitude the worker maintains at all times a positive, constructive and progressive state toward his job.

Don't get in a rut—the job is important or it wouldn't exist, so study its importance. A worker can stay wide awake and stretch his mind, thus realizing every job is the most important one.

Develop ability to its fullest capacity—self-discipline is a handy tool; set a goal and concentrate on it. Look at the work as an open road on which lies ahead accomplishments.

Avoid being pulled down by mediocrity—to accomplish this, a worker needs only to identify himself with the best. Indifference to the situation and possibilities can lead only to mediocrity and failure.

Alertness is more than staying awake on the job; it is also the maturation and development of the worker. A successful worker is one who recognizes and accepts the proper attitudes which will make him an asset to the public and the organization he serves.

Archie W. League

Assistant Administrator
Southwest Region

EMERGENCY LANDING SUCCESSFUL AFTER BLACKOUT

Power failures are not routine, and neither are emergency landings. However, Baton Rouge CS/T coped with both during the early morning darkness.

The story unfolded in a 44-minute period, beginning at 1:14 a.m., with a commercial power failure. A faulty switch that failed to transfer power from the standby engine generator compounded the trouble.

Result: complete facility radio communications failure, plus outage of the ILS localizer, glide slope, middle marker and middle compass locator.

Field lights and rotating airport beacon continued in operation on city standby power, and the VOR/DME and outer marker/compass locator were functioning normally on commercial power.

At 1:35 a message from the New Orleans Center crackled through the air: "An Eastern Airlines DC-7 was 30 miles north of Baton Rouge and was making an emergency landing." Two minutes later another message told Baton Rouge one of the plane's engines was on fire.

Baton Rouge relayed a request to the Center to instruct the pilot to contact the now-alerted fire truck on ground control frequency—the only means of direct radio communications at the airport. Runway information, current altimeter and wind information were furnished the Center for relay to the pilot, and the controller cleared the field for the approach.

The Center cleared the flight to the Baton Rouge VOR for a straight-in approach on runway 13, which was lighted. A fireman on the truck relayed the "clearance to land" message from the controller to the pilot.

At 1:55 the pilot touched down, blowing a tire on the inside left main gear. The engine fire had been extinguished before the landing.

Systems Maintenance Sector personnel had the tower and other facilities in operation three minutes later when they solved the problem of the generator. Commercial power was restored at 2:47.

World's Highest Airport Is Scene Of Tests by Southwest Inspectors

A four-member team from the Dallas-Fort Worth area, plus a pilot from the Western Region, spent three days on "top of the Andes" in South America checking the performance capabilities and holding engineering evaluation tests on the Lockheed Electra for Braniff International Airways.

Tests were conducted at Bogota, Colombia, elevation 8,400 feet, and at La Paz, Bolivia, elevation 13,358. La Paz is the highest airport in the world and, in addition, has a gravel runway which slopes 148 feet from end to end.

Making the trip were H. H. Slaughter, Chief, Engineering and Manufacturing Branch, and Jim Thomason, flight test engineer, both of the Regional office; J. Lee Herron, principal maintenance inspector, and Thomas H. Ray, operations inspector, both of the Dallas ACDO; and Earl Chester, pilot from Los Angeles.

The men covered 9,000 miles in five days, plus the time spent in flight testing.

FAA's FIRST EXAMINING AUTHORITY GRANTED SCHOOL BY SOUTHWEST REGION

American Flyers Inc., operating schools in both Fort Worth and Ardmore, Okla., was awarded an examining authority (written and flight) for its instrument flying school May 16. It was the first examining authority granted by the FAA under Section 141.19, Part 141, of Federal Air Regulations.

Assistant Administrator Archie W. League made the presentation to Reed Pigman, president of American Flyers, in a brief ceremony at the Ardmore school.

Also present for the ceremony were A. L. Coulter, Chief, Flight Standards Division; Sam R. Monschke, Assistant Chief, General Aviation Branch; and Ray K. Beckelman and Roger L. Fancey, Supervising Inspectors of the Fort Worth and Oklahoma City GADOs, respectively.

This authority permits the school to recommend graduates of its approved instrument flying school for instrument ratings without any further written or flight tests by FAA. Certain curriculum requirements and instructor qualifications must be met by the school and approved by FAA before the authority can be granted.

Examination of certain students, formerly accomplished by FAA, will be conducted in the future by school personnel. The chief flight instructor must conduct the final flight check, and, he, or the principal ground instructor, must directly supervise and grade the written examination. These final tests must be equivalent in detail, scope and difficulty to the appropriate FAA tests.

Archie W. League (l.) and Reed Pigman, President of American Flyers Inc., discuss the meaning of the examining authority awarded American Flyers for its instrument flight school. Award was the first authorized by FAA.

A principal trainer of airline pilots, American Flyers has also applied for the same privilege for its commercial flying school. In addition to its schools, American Flyers maintains one of the largest certificated supplemental aircarrier operations in the United States.

ANIMATED WEATHER MAPS POPULAR AT SW SEMINAR

Glamour among the isobars and isotherms. The three lovelies holding chart, Mrs. Helen Wilkie, Mrs. Kathy Long, and Mrs. Peggy Ladenberger, are pilots with instrument ratings. Gloria Davie, center, is a secretary in the Dallas FSS, and Sally Budd, far right, is a student pilot. All were hostesses at SW seminar.

Aviation seminars may be "old hat" to a lot of pilots, but one held recently in the Dallas-Fort Worth area had something new and interesting added—six pilot-hostesses were gaily dressed in weather map dresses.

Mrs. Hazel McKendrick, ATCS at the Dallas Flight Service Station and holder of a commercial pilot's license, coordinated the activities of the seminar and mixed proper ingredients of beauty, weather maps and information for pilots from various parts of Texas and Oklahoma attending the sessions.

Working with representatives of the U. S. Weather Bureau, she arranged for the women pilots to serve as hostesses. She then obtained similar dresses, altered them and painted a weather map on each. The map design included a cold front down the front of the dress in blue, green triangles for rain and a big red "R" as a symbol for thunderstorms. On the back of each dress she painted a model of a weather station map.

Mrs. Peggy Ladenberger models the newest thing in weather maps for meteorological class at SW seminar.

The women, Mrs. Helen Wilkie, Mrs. Kathy Long, Mrs. Peggy Ladenberger, Mrs. Lovetta Brunken, Miss Gloria Davie and Miss Sally Budd, helped with the registration and added glamour to the meeting. During a discussion by Meteorologist J. W. Zimmerman of Dallas, Mrs. Ladenberger was the weather map for the demonstration. However, Zimmerman was quick to point out to the audience that pilots could not expect to find this type of weather map at the Weather Bureau Office.

A Californian in attendance, Luther Jordon, quality control officer of the San Francisco Weather Bureau, may have had post-seminar thoughts about the maps. He later wrote Dallas, requesting one of the dresses for use in a weather seminar to be held at Red Bluff, Calif.

Retirement Ends Lengthy Career Of Region's Electronics Engineer

Louis N. Million, who could be called one of the "oldtimers" of the electronics trade, retired from the FAA at Southwest Regional headquarters May 15. He had been with the Agency since 1929.

First entering the radio field as a radioman in the World War I Navy, Million was an electronics engineer at retirement. He served as assistant chief of the Systems Maintenance Branch since 1957.

After his Navy tour, Million went to sea for several years as a radio operator on passenger ships. Travels took him to all parts of the world.

In 1929 he took a job with the old Lighthouse Service in Des Moines, Iowa, and was stationed in Kansas City, Oklahoma City, Fort Worth and Big Spring before being assigned to the regional office in 1939. He remained in Fort Worth the past 23 years.

"I grew up with the business," Million said, commenting on electronics. "A person had to progress to survive. Unless he had the ability, he didn't get anywhere."

Radio operators of his generation were the best in the world, he said. "But there never was a chance to sit back and coast," he added.

Million recalled there was a small number of men then on the payroll of the fledgling aviation service. Everyone in the field were workers, and even the paychecks were prepared in the one office in Washington for all the employees.

A son, L. N. Jr., will carry on the FAA tradition for the Million family. He is an airways engineer in the Airport Division at Oklahoma City. A daughter, Mrs. L. A. Healey, works for "This Week Magazine" in New York and is a successful author.

L. N. Million, retiring after 34 years of FAA service.

This Stearman (above), dependable aerial kindergarten for fledgling flyers in WW II is still the favorite steed of ag pilots whose job demands an extremely maneuverable ship. (Right) This AG Cat, specially designed to meet the exacting demands of low-level flying, is rugged, safe to fly, and easy to maintain. Ag pilots, or "crop dusters" as they are sometimes called, log seven per cent of all U. S. general aviation. Last year this amounted to some 889,000 hours

(Above) The well dressed ag pilot about to perform his chores not so high above a cultivated field, is togged out in "hard hat", safety harness, and respirator. Open cockpit flying brings the pilot into proximity of the poisons he sprays. (Right) 'Copter dusting accounts for two per cent of dusting in the Southwest Region. Initial cost of equipment is high.

SOUTHWEST AG FLYING IS BIG . . . 1,457 PILOTS . . . 1,676 PLANES

Agricultural aviation is recognized as more than the mere mixing and spreading of chemicals in the various phases of the nation's farming activities. It is a specialized and exacting type of flying, requiring precision operation of heavily-loaded aircraft.

Now taking a seven per cent slice of the total flight hours in U.S. general aviation, "ag pilots" or "crop dusters," as they are generally called, flew 889,000 hours during the last yearly reporting period, dispensing 800,000 tons of material on 52 million acres.

In the Southwest Region, stretching from the rice-rich Delta country of the Mississippi River to the arid brush-covered ranges of West Texas and New Mexico, lies a greatly diversified agricultural empire. Records show that ag pilots spend more time over this area than any other FAA region.

Inspectors from the Southwest's 11 GADOs have a first name acquaintance with the 1,457 ag pilots operating the 1,686 aircraft in their districts. Helpful suggestions, better equipment and improved operating techniques are making agricultural aviation—long with its reputation of hazardous flying—a much safer and more business-like operation.

But there is still a need for better regulations to aid both the inspectors and the industry. Proposals for regulating the industry are now being studied by operators and others vitally interested in this phase of aviation.

Part 55 of the Civil Air Regulations, now under study for possible changes and adoption, would serve as a guide for the operators and pilots. The proposed regulations would supplement and incorporate other parts of CAR in this field.

At the present time, Part 8 of CAR has made possible the utilization of commercial aircraft for economical spraying operations. Under the rules, aircraft can be modified to carry loads which give the operator great operating efficiency.

Several other waivers have been approved to aid the pilots in agricultural work, pipeline patrol and other activities involving low altitude flying. However, all flights must be conducted in a manner that will not create a hazard to persons or property in the air or on the ground.

Aerial operations on farms is not new, and various practices have evolved during the years. Commercial use of the airplane to help the farmer was first tried in 1923, but it did not gain too much importance until the end of World War II. A large number of pilots and excess aircraft, plus newer and better chemicals, pushed aviation into a new light in agriculture.

Of the many jobs performed by aircraft, the application of insecticides is by far in greatest demand. Weed control, fertilization, seeding and defoliation are included in the popular practices. In the range country, aircraft has the added uses of brush control spraying and cattle surveillance and roundup.

Probably the most popular aircraft is the Boeing Stearman, a World War II trainer, which has been modified for spraying. Other manufacturers are now marketing special spraying planes, designed for greater efficiency. Helicopters make up about two per cent of the aircraft used.

In 1962 operators in the Southwest Region flew 333,882 hours in treating nearly 20 million acres. A total of 566 operators were listed with 1,676 aircraft and 1,457 pilots. Operations ranged from 67,172 hours in the rice country of the Little Rock district to a modest 1,985 hours in the area reported by Albuquerque.

Other GADOs reported the following hours for agricultural aviation: Dallas, 10,931; El Paso, 9,045; Fort Worth, 19,391; Houston, 37,884; Lubbock, 34,785; New Orleans, 30,308; Oklahoma City, 33,625; San Antonio, 65,592 and Shreveport, 33,169.

In the proposed Part 55, the FAA has recognized the potential danger of low flying aircraft, plus a second hazard, that of effects of some sprays on the pilot and persons and property in the vicinity of operations. Rules, proposed in Part 55 through the cooperation of the operators, are designed to provide standards, requirements and limitations which will enable FAA to exercise reasonable control over the agricultural flying operations to attain a practical level of safety in its everyday operation.

These regulations would abolish the old waiver system—which FAA has termed a negative approach—and give the industry a positive direction. An operating certificate, issued after certain qualifications are displayed and requirements are met, could give the operator authority to conduct his business anywhere in the United States and its possessions.

A Wichita Falls operator said, in favoring the proposed regulations, that it all added up to "good management" and that most operators already were very close to the regulations under study. "Agricultural flying has been a step-child and has had no real place in aviation," he said. "Part 55 would recognize the operation as a legitimate industry."

He traced a change in the industry away from the area of cheap surplus aircraft and an excess of pilots. Expensive equipment and the need of a school to train future ag pilots and better maintenance of equipment would be necessary to combat the higher costs of planes and operations.

Agricultural aviation is providing better and more plentiful food and fiber for the American consumer. The FAA's role is only to provide guidelines to assure the safety for pilots, operators and the general public in these operations.

Control Central Concept Commands Clearer Communications Contacts

Doris Burns, secretary in Control Central, moves a model plane on the Regional map to illustrate where flight inspection planes are located. All activities within the Region are listed and an up-to-date status report maintained.

Howard Ratcliff, Operations Officer in Control Central, checks the location of a flight check plane when a call is received for emergency service. Fast location is one of the improved operations provided by the new Control Central.

"Control Central," a new Agency administrative concept, started operation in April at the Southwest Regional headquarters.

Set up by the Aircraft Management Branch of the Flight Standards Division, the new office performs a variety of duties in providing the Region with a central point of contact and coordination 24 hours a day.

Organized principally for more efficient utilization of flight inspection aircraft and the monitoring of the navigational facilities inspection program, Control Central has added several other responsibilities such as accident/incident notification, Regional duty officer responsibilities and the monitoring of navigational facility status.

The status of Regional navigational facilities is monitored around the clock and the information depicted hourly for current up-to-the-minute information. In providing services formerly performed by the Regional duty officer, the Assistant Administrator is promptly informed of all conditions relative to the Region's operational capacity.

Control Central receives all accident/incident reports, and the information is quickly disseminated to the proper officials. A single call now gives the Region the information on accidents, where previously numerous calls were necessary to accomplish this requirement.

Through this new concept a flexibility in flight inspections has been achieved, resulting in better and more economical service. Information on the location of each assigned aircraft is relayed to Control Central each day by the aircraft commanders. During this contact the pilot reviews the next day's work schedule and reports any special work accomplished that day.

Formerly, the basic guide for flight inspection crews was the weekly work schedule. This method is still used, but now can be altered daily, if necessary, by temporary reassignment for special and emergency checks.

Aircraft also are kept in flight status more hours each week. Control Central maintains current aircraft status and by daily contacts with flight crews in the field, necessary arrangements can be made for repairs before the aircraft arrives at the repair station.

From this new concept and procedures already adopted, one great asset has been realized. The Assistant Administrator now has within a moment's reach of his office a pictorial display of the Southwest Region concerning all navigational aids, location of all Agency aircraft, plus an instant briefing on all new developments.

Communications, as in any FAA activity, cover a broad field. However, the nine persons who maintain the three watches around the clock at Control Central have taken only the most elementary phase of communications--*that of being informed and of keeping others informed*—to keep this most complex communications system in operation.

LANGUAGE STUDY GRANT TO FAA EMPLOYEE

A 16-year-employee of Southwest's Regional Accounting Office traded pay vouchers for school books May 31 and returned to Texas Christian University in Fort Worth to work on an advanced degree financed by the Rockefeller Brothers Fund.

She is Mrs. Jesse Garcia, one of six Texas women receiving the study grant administered by the American Association of University Women College Faculty Program. Candidates for the advanced study must be 35 years of age or older.

Forty-three women in 11 southern states were selected to start study toward higher degrees this summer in the initial program set up by the Rockefeller Brothers Fund. They will qualify for teaching, administration, and research positions in colleges and universities.

Mrs. Garcia will major in Spanish and, upon graduation, will qualify to help train Spanish teachers for high school and elementary positions. She received her bachelor's degree in Spanish from Texas Wesleyan College in Fort Worth and has studied accounting in TCU's night school.

An FAA employee since May 1947, Mrs. Garcia started work in the accounting office after a two-year stint with the Treasury Department. Prior to that she worked in the special English Department in the El Paso Schools, teaching English to Spanish-speaking students. She has kept pace in this work by instructing an English class for Cuban refugees in the Fort Worth area.

When she returned to college she joined a son, who is a sophomore psychology major at TCU. A daughter, a 1962 graduate of North Texas State University, is teaching Spanish and English at nearby Azle High School.

They Didn't Stop With One Idea

Thelbert R. Herndon (left) and Charles A. Robertson (right) are honored for the second time in less than a year for suggestions to improve the operations of FAA aircraft and equipment. Robert H. Hunt, Chief of the Aircraft Management Branch, Flight Standards Division makes the presentation to the two men, both employees in the Aircraft Service Section. A leader mechanic, Herndon suggested improved material to be used in the engine cowlflap hydraulic hose of the Douglas DC-3 type aircraft. An electronics maintenance technician, Robertson submitted suggestions for modifications to the circuitry of the century recorder equipment of flight check aircraft.

Southwest's First Doppler VOR Slated for Dedication at Lufkin

Dedication of the Doppler VOR at Lufkin is set for late June. It replaces the standard VOR there for the past 15 years.

Work on converting the Lufkin Site for the newer system began in late March. The station was closed down April 20 as work progressed on the new building to house the Doppler system.

Developed as an improved air navigational aid, the Doppler VOR is replacing the standard equipment where there are signal weaknesses. The new equipment is used with less stringent site requirements.

Ideally, the VOR system requires a site relatively flat for a radius of 2,000 feet and free of trees, power lines, buildings and other obstructions. Since an ideal site is not always attainable, a less than perfect site must sometimes be used.

Although the older station at Lufkin was safe and usable in most areas, the Doppler system will provide usable signals in all quadrants.

A Doppler VOR is housed in a standard 36 by 36-foot building and has a 150-foot counterpoise which serves as a roof for the building as well as a level ground plane for the antenna system. The central antenna array is sheltered in a 14-foot white fiberglass dome in the center of the counterpoise. Fifty doppler antennas with their own individual derby-type fiberglass domes are symmetrically located about the central array on a 22-foot radius circle.

Like the standard VOR, the Doppler produces two signals, the reference and the variable, which the aircraft VOR receiver compares in a phase comparison circuit to establish the course or azimuth the aircraft is flying. The standard aircraft receiver, without modifications, converts these signals.

Completion of the Lufkin Doppler makes a total of seven in service in the U.S.

New Orleans Controller-Magician Transfers to Great Falls Center

Charles Penton's magic act is leaving New Orleans. Penton, ATCS here since 1955, will report to the Great Falls Center.

Penton has entertained, amazed and bemused many audiences with his new and original sleight of hand tricks during his New Orleans tour. He is a member of the local chapter of the International Brotherhood of Magicians.

WACO CHIEF WAS ALL-ROUND ATHLETE: MIDLAND COORDINATOR, EX-GRID STAR

Finis M. Lambert, Chief, RAPCON/CS/T, Waco, since 1956, has a habit of being a leader. While attending the College of the Ozarks in Clarksville, Ark., during the 1939-40 term, he served as captain of the freshman football, baseball, track and swimming teams.

As if this didn't keep him busy, he was a member of the College Glee and "Y" clubs. During the 1940-41 term at Hendrix College in Conway, Ark., he played football on the varsity team.

In late 1941 he decided on a career with the CAA and became an air traffic control specialist trainee. He worked in towers in Atlanta, Tampa, Tallahassee and Memphis, going from trainee to watch supervisor.

Two years of service in the U.S. Army Air Corps interrupted this work. He returned to CAA after discharge.

A licensed pilot, Lambert received civilian pilot training, both primary and secondary, at Hendrix College. As an aviation cadet at the time of his discharge, he also had military pilot's training.

In September 1956 he was assigned to Waco where he also assumed the duties of area coordinator. Other installations in Waco include RAPCON at James Connally AFB, SMS 409 and SMS 410.

Still much of an athlete, Lambert enjoys water sports, boating, skiing and golf. He and his wife have three children: Mary Lou, 19; James M., 17; and Richardson D., 15.

Finis M. Lambert

Elie (Jack) Odle

Elie (Jack) Odle, Chief, ATC Tower, Midland, may be termed a real Texan. If it hadn't been for football and the Naval Air Transport Service during World War II, he would have been content to stay in his native state.

Born in McKinney, Odle attended high school in his hometown before enrolling at Texas Christian University in 1937. Lettering three years in football for the Horned Frogs, Odle was an alternate quarterback on the 1938 National Championship Team. He played in the Sugar Bowl classic in New Orleans on New Year's Day, 1939.

Odle received his degree from TCU in 1941 and later in the year obtained his private pilot's license through the Civilian Pilot Training Program. He started work with the CAA in 1942, as an air traffic control specialist at Albuquerque, Fort Worth, Abilene, Big Spring and Amarillo.

This duty was interrupted by three years with the Navy in the Pacific.

In 1949 he was named chief of the CS/T at Big Spring and moved to the Midland tower in 1952. Other FAA activities in the area include the FSS and SMS 212.

Odle still keeps in athletic trim on the golf course. He and his wife have two children: Richard Lee, 16; and Donna Brance, 9.

SAFE AT HOME? THAT'S NOT WHAT IT SAYS HERE

"Safety Everywhere—All The Time," the National Safety Council theme promoted in the Southwest Region the first six months of this year, is being extended outside the work area. The Safety Officer is promoting an awareness of safety to prevent off-the-job accidents.

Mechanization—from the sleek family car to do-it-yourself gadgets—has added a whole new world of peril around the home. The toll of injured from power-driven tools, plus falls by those attempting to perform do-it-yourselfisms, is staggering.

As vacation season is in full swing, the Safety Officer has expressed concern that employees may drop their "safety guard."

One of the oldest American sayings is "safe at home." This is no longer true, the Safety Officer emphasized, in this world of complex living. Americans now live in proximity to danger and death concealed in tools and electrical hazards, or poisons and the like. In the great outdoors retreat danger is lurking at every strange swimming hole and in many picnic areas.

While there are rules to follow, plain common sense in water recreation, one of the Southwest's greatest weekend activities, should prevail. The sailor who said long ago, "You shouldn't fear water, but you ought to have a healthy respect for it," spoke for the present generation as well.

The Safety Officer points out that on the job everyone works in an environment of safe equipment and safe methods. This makes everyone accident-conscious and helps to maintain an outstanding safety record. This environment is lacking at home and on vacations—all the more reason to stress and to set these accident-free standards for the home and on vacation.

Reptiles, Anyone?

Field maintenance men recently found more than vegetation crowding the ALSAF and middle marker of the ILS systems serving the New Orleans International Airport. When they moved into the area to spray the swamp-growing plants, they found about 200 snakes had made it there ahead of them.

Robert Alexander of SMDO-6, who supervised the working party, didn't give a "blow-by-blow" description of the battle with the swamp inhabitants who had taken up residence in the area around the equipment. He reported, instead, that his men were more interested in hazardous duty pay, possibly a "Cajun franc" for each snake encountered.

WESTERN REGION ROUNDUP

A Message from Joseph H. Tippets

It is always easy for me to prepare a message to FAA employees and their families. This is not because I have talent as a writer but because of my conviction, that in aviation and airspace management we are performing a vital service to our nation and the world.

The air age in all its elements has changed, and is changing, our way of life. Our national habits are adjusting to conditions which would not be possible without the airplane. Our international relations are affected by air commerce; yes, it can be truthfully stated that use of the "airspace" is the most dramatic and most important resource.

In a very direct way each of us share in this opportunity to contribute to world development and man's advancement. The President could well have been directing his thoughful State of the Union message to us when he said . . . "Let the public service be a proud and lively career."

Yes, it's easy to write a message to you on this theme because "this I believe."

• **KUDOS**—To DONALD D. HARTWICK, controller at Santa Monica Tower, who, despite near total darkness, observed in the glow of runway lights that a plane was coming in for a landing with gear still retracted. The aircraft was only three feet off the runway when Hartwick warned the pilot, who was able to bring it up and come around again for a normal landing. . . . To the FAA bowling team at Fallon, Nev., state champions in the Class A tourney; the team set a new record for high team scores and one member broke the state record for all events. . . . To PAUL ALLISON, chief of the new FAA communications center at Regional Headquarters. Paul has conducted numerous programs for pilots' groups and civic clubs on his own time, doing immeasurable good for the FAA "image." . . . To WALTER S. PORTER, chief, Spokane tower, for his excellent visitors' information sheet. . . .

• **IN THE PUBLIC EYE**—The SMS at Marysville, Calif. was given a fine writeup in the *Appeal-Democrat*. . . . Recent visits and talks by Mr. Tippets resulted in excellent articles on FAA at Inglewood and Fresno, Calif.; Portland and Medford, Ore.; and Spokane, and Auburn, Wash. . . . ARTCC was featured in the *Seattle Times* rotogravure section recently. . . . *Big Haul* magazine, a trucking publication in Portland, Ore., carried a fine illustrated article on FAA, thanks to the efforts of JOE VAN WORMER, editor. . . . Under the headline "FAA Team Aids Planes in Trouble," the Bakersfield, Calif. *Californian* carried a lengthy writeup with several pictures on Meadows Field FSS. Excellent job being done by FSS Chief DON EDWARDS and his crew was highlighted. . . .

• **ON THE HORIZON**—Nationwide interest will be centered on the Powder Puff Derby starting at Bakersfield, Calif., at 8 a.m., July 13. . . . On Bastille Day —July 14—the Western aviation spotlight will be on the Idaho Centennial Air Show and state-wide fly-in at Boise. . . . On the same day, the Cascade Flyers of Snohomish, Wash. plan an air show at Green Valley Airfield. . . . On July 26 at Pearson Airpark, Vancouver, Wash., the fourth annual Fly-In Antique Airplane Show, a three-day event, will begin. . . . (FAA participation and displays are planned for the Boise and Bakersfield events.)

• **SCATTER**—The SMS at Julian in sunny Southern California was snowbound for a while after a late spring blizzard. . . . H. T. BEAN, District Airport Engineer, Phoenix and employes in his office received the United Fund Award for outstanding citizenship based on 100 per cent participation in the fund. DAVID O. WHITE, Dash Point, Wash., school teacher, has invented an electrically-controlled model plane for classroom use in teaching aviation subjects.

• **IN THIS ISSUE**—We welcome back a familiar feature that appeared regularly in the old *Western Region News*—Personnel Pipeline. In a recent trip through the region, we were told the feature was "missed"—our thanks to GLYNDON M. RILEY, assistant division chief, Personnel and Training, for filling that void. Our new feature—a monthly visit to communities having FAA facilities—gets underway and Santa Barbara was very handy; let WE-5 know if you would like your community featured. MR. TIPPETS sent L. PONTON DE ARCE a well-earned tribute and, as retirement nears for 'PONTIE' the story on him in this issue will give him another FAA memento. . . .

TRAINING KEY TO BETTER SERVICE SAYS PRESCOTT

Specialists at Prescott, Ariz., at recent training session conducted by L. R. Harrington, (standing) of Phoenix ARTCC. From left: E. Everett; E. Fiorschinger; W. McCart; and M. Meschko, of the Prescott station.

FSS personnel at Prescott, Ariz. are finding that intensive training can be the key to better service.

A training program with that objective is being conducted at Prescott.

Each month, station specialists must successfully complete a practice "lost aircraft" problem and take an exam covering some phase of the station's operations.

Supplementing the routine training, employes have had classes in such subjects as radiological meter reading, fallout detection, omnirange orientation, aircraft accident reporting procedures, and use of direction finder equipment.

Jack Lassen, in charge of the training program, reported that the station's 15 specialists recently completed a refresher course in air traffic control and briefing methods for pilots flying IFR. The two-day course was conducted by L. R. Harrington, assistant training officer at Phoenix.

'Depression Planes' Revived at AIAA-AAHS Meeting

Memories of some old—and some almost-forgotten—aircraft were called up at a meeting of the American Aviation Historical Society and the Aerospace Industries Association of America in Los Angeles.

George D. Bogert of the Western Region's Flight Standards Division, provided this report of the meet:

"The theme was 'Pioneering Airplane Projects of the Depression Period.'

"Lloyd Stearman discussed the Stearman-Hammond pusher-type 'foolproof' airplane built in South San Francisco in 1935-37.

"John Thorp discussed both his Model T-3 built in Oakland in 1933 and the Boeing School Model T-5, patterned after the T-3, built at Oakland Airport in 1937.

"Walter McGinty described his work with Mr. Thorp in development and construction of the Bat-Wing (tailless) airplane built in Oakland in 1939.

"Carlos Re gave a description of his tailless glider patterned after the Bat-Wing airplane and built in Burbank in 1943.

"Baxter Madden and I presented extensive information concerning development, design and construction of the Capelis plane at Oakland during the 1931-1933 period, and I mentioned the Mattley airplane built in San Bruno, Calif. in 1929 for which I performed all the engineering design."

SUMMER WORKSHOPS SLATED

The FAA has again been invited and will participate in four Aviation Education Workshops in the Western Region during July.

The workshops, aimed at giving teachers a better understanding of their aviation curriculum, are at Tempe, Ariz., Ellensburg, Wash., Portland, Ore., and Caldwell, Idaho.

Look Closely at Our New Film You May Know Someone In It

When the ATS movie, "A Traveller Meets Air Traffic Control" is exhibited in your area, pay close attention to the "extras." Many are FAA employes.

Sanford Rogers, FAA technical adviser on the film, called for volunteers when he came to Los Angeles in April to begin work on the film. Several employes responded and will appear in brief film sequences.

Locales in which the employes appeared include the LAX terminal and the interior of a "jetliner." The "plane" was a mockup of a passenger plane set up in a Santa Monica aircraft factory.

The film depicts a DC-8 flight from Chicago to Los Angeles. It will be for use in television and FAA training.

Completion is expected some time this fall.

No stage sets for this camera crew in action at Los Angeles International Airport terminal during filming of some of the first scenes for new FAA movie.

'DUCK' IDEAL FOR CROSBY

In the island-studded coastal area of the Northwest, it takes an amphibian to "really get around," C. E. Crosby, of the Bellingham FSS has found.

Crosby purchased a Grumman J2-F6 Duck for fishing and prospecting trips in the area and ferried it from Miami in 26 hours.

The plane is powered with an 1820-54 Wright engine.

It cruises at 150 to 160 mph at 8,000 with 55 per cent power. Gas consumption is 37 to 40 gallons per hour. Crosby's gas tab for the ferry trip came to just a little over $700.

TIPPETS SAYS "WELL DONE" TO PONTON DE ARCE, RETIRING ATC PIONEER

L. Ponton de Arce, Chief of the Air Traffic Division, Western Region, retires from the FAA on July 5.

Assistant Administrator, Joseph H. Tippets, presented a letter of appreciation and commendation to L. Ponton de Arce, Chief of the Air Traffic Division, on the occasion of de Arce's retirement after more than 26 years of service with the Agency and its predecessors. The retirement takes effect July 5.

Tippets called attention to the leading role de Arce had taken in the development of the Agency's Air Traffic Control system since its inception and to the outstanding efficiency and economy with which he had directed the Air Traffic Division.

"In the swift pace of our daily activities, I do not want to neglect to put in writing what I have said in public regarding the recent significant actions you and your staff have taken in implementing Mr. Halaby's desire for maximum effectiveness in manpower utilization," Tippets wrote. "Your quick studies and streamlining of operations at the outset will make possible an annual savings of at least $1,200,000 by eliminating the need for at least 170 positions which would have been otherwise required. This effort is deeply appreciated not only by me, but by the Administrator.

"You recall Mr. Halaby made mention of this action on your part in the course of his public addresses during the Los Angeles Center dedication exercises. This desire for economy is characteristic of your leadership and has frequently been reflected in our discussions on regional programs. A significant factor for which you should personally be further complimented is that these effective efforts on your part continue even though your retirement from the Government is near. You are certainly to be commended for this sustained concern for more efficiency and economy in our programs.

"Pontie, your retirement from FAA is truly the passing of an era. You are one of a few who have been identified with Air Traffic Control since its inception. Air Traffic Control with its sister functions of communications and ground systems support, have in your time, become vital programs of great national significance. Your personal military and public service career have afforded you the privilege of making an important contribution to the air age. Your role and influence will long be identified in aeronautical circles."

Among de Arce's accomplishments since his Federal service career began in January 1937 are the introduction of air traffic control to the San Francisco Bay area and establishment of the Oakland Air Traffic Control Center. He was the first Chief of the Oakland Center.

In 1939, he was made Air Traffic Control Coordinator for both the 6th and 7th Regions, and in 1946, Chief of the Air Traffic Control Division in the 6th Region.

In 1951, de Arce was appointed Deputy Chief of the Airways Operations Division, and in July 1958, Chief of the present Air Traffic Division in the Western Region.

He was one of the co-founders of the present air traffic control system and was appointed Manager of the first Air Traffic Control Center in the world, a civilian corporation located at Newark, N. J.

He was born in San Francisco and received his education in parochial schools in the Bay Area. In 1917, he was graduated from the School of Military Aeronautics at the University of California in Berkeley and served overseas in World War I and World War II as a commissioned officer and a pilot.

FAA Champs Roll Up High Scores In Nevada State Bowling Contest

Records went down like ten pins when FAA's champion bowlers from Systems Maintenance Sector 31, Fallon City, Nev., were let loose at the Nevada State Bowling Association Tournament.

SMS-31 walked away with the State Championship for teams in the "A" Division, rolling up a score of 3181 and breaking a four year old high of 3168 in so doing.

Star bowler Joe Lang won first place in the "B" Division All-Events, third place in "B" Singles, and with Pete Corliss as a partner, placed seventh in Doubles. His All-Events score was 2097, breaking a nine year old Nevada State record.

SMS-31 also placed second in the Fallon City Tournament, "A" Division, with Joe Lang winning first place in "B" Division Singles, and first place in "B" All-Events. SMS-31 won second place in the Winter League 1962/1963, and First Place in Winter League 1961/1962.

The latest winning team was made up of John Hancock, Naval Auxiliary Air Station; Joe Lang, now in the Navy tower but destined for a career with FAA; Bill Kearns, Chief, SMS, Fallon; Pete Corliss, SMS Fallon; Ray Schemenski, USN, and Nick Nichol, SMS, presently attending TACAN Class 52 at the Aero Center.

A proud team of champion bowlers from Systems Maintenance Sector 31, Fallon City, Nev., displays trophies after winning the men's Nevada State Bowling Association Tournament held recently at Carson City. SMS-31 rolled up a total score of 3181, breaking four-year-old record. Last year they won second in Winter League.

HORIZONS Visits Santa Barbara

(Editor's Note: Each month we plan to take our readers to a Western Region community in which the FAA has a facility or facilities.)

"Our area is bounteously bestowed with nature's riches and man's creations for pleasure. A place where flowers bloom the year round and where the air is clean and the climate mild. Here are beaches you dream of in a tropical paradise. Beautiful, lawn-covered, palm-studded parks reach out to meet white, sandy beaches. Here, you may sunbathe or swim, rest and relax, or go for walks, beachcombing along the shore."

This description of Santa Barbara is lifted verbatim from a Chamber of Commerce folder. Give or take an adjective or two, it's fairly accurate as the 32 FAA employes stationed in Santa Barbara will testify.

Understandably, there's not much turnover in a mecca which attracts thousands of tourists and millions of tourist dollars each year.

FAA employes find much to see and do in this sunny haven between the rugged Santa Ynez Mountains and the blue Pacific. One attraction is the Old Mission, first built in 1786 and rebuilt following an earthquake. Another is old De la Guerra Plaza, an area visited by Richard Henry Dana in 1835 and described in "Two Years Before the Mast." A big annual event in Santa Barbara is the Fiesta, scheduled this year for Aug. 7-10.

FAA facilities in Santa Barbara include an air traffic control tower, a Flight Service Station, and a Systems Maintenance Branch Sector Office.

The tower, dedicated last December, is under the supervision of Shirley B. Smith. Others in the tower staff include two assistants and eight controllers.

New Flight Service Station quarters at the city's Municipal Airport were occupied late this spring. The FSS, under Fred C. Van Hook, has three watch supervisors, nine journeymen, three assistants, and a secretary.

The SMS office is headed by Paul A. Schmidt, assisted by two section chiefs and two electronic maintenance men.

Horizons asked Frank Bacca, a controller, how he liked Santa Barbara after three years at Pendleton, Ore.

"The climate's great," said Bacca. "And so is recreation."

The same question brought this response from another controller, Richard Ellis: "It's pretty hard for me to say; you see, this is my home town."

The familiar "N1" against backdrop of Santa Barbara tower. Tower Chief Smith (below) and Controller Munnell during busy day.

Santa Barbara FSS. From left are James R. Gammil, Fred C. Van Hook (chief), Robert McKinney, Orville A. Beck and Max W. Landes.

City's climate, scenery attracts thousands; this is a portion of the public beach.

SPOKANE

Yes... The Region Is Growing Smaller

These pictures show just three of the five area coordinating groups visited by Mr. Tippets within a recent five-day trip to Northern California and the Pacific Northwest.

The Assistant Administrator and members of his staff were able to visit 18 facilities in the five-day period—a schedule that would have taken several weeks previously.

Key to this greater flexibility on field trips is the Region's new Queen Air 80, use of which has, in effect, "shrunk" the Western Region. Even the most isolated facility in the Region is now only a few hours away.

Greater efficiency, unity of purpose, and progress are the results of the field trips which give top Region officials a first hand look at facilities in operation, and a chance to talk to employes with questions or problems.

PORTLAND

SAN FRANCISCO

PERSONNEL PIPELINE

We propose that this column be a regular feature for HORIZONS. It will contain items relating to personnel management matters and as much as possible it will treat those questions most commonly generated by Regional employees.

The Personnel & Training Division plans on adopting another type issuance so successfully conceived and done by the Central Region. The Central Region monthly publication is entitled "GOTTA QUESTION?" More details will be released about it real soon. The "GOTTA QUESTION?" will be concerned completely with questions originated in the field about leave, pay, retirement, promotions, appeals, hours of duty, etc. This column will be devoted to many of the same matters presented in greater depth. It seems people never stop wanting more and more information about things which affect them. Can you imagine?

FUTURE P&T HIGH POINTS

The Region's Personnel and Training program will receive increased punch in the following areas:

1. Merit Promotion Plan—A more intensified system will be introduced quite soon which makes use of better screening techniques than in the past.

2. Career Planning—A lot of energy will be devoted to analyzing Regional staffs to determine adequacy of career ladders, logic of promotion sequences, qualifications required and other items which are important to you as an employee in your career development.

3. Performance Improvement—During FY 63 the Region completed the development of performance standards for all supervisory jobs. In the new fiscal year, the second phase of this program will be launched, this being the use of how to appraise performance by use of these standards. This will help to round out the program.

4. Safety Promotion Activities—A professional safety campaign will be instituted to make us all more safety conscious than ever before. Specialized studies will be continued for such hazards as noise, RF and X-radiation and heat stress.

5. Personnel Sub-Office Experiment—The experiment is now underway to try out a personnel sub-office to service employees in the San Francisco-Oakland Bay area complex. Martin Bazik is now aboard to head it. Although this is an experiment, we are confident that this effort to decentralize personnel operations outside the Regional Office will be quite successful.

LENGTH OF SERVICE AWARDS

Newly designed Length of Service pins are available to FAA employees who have completed ten years of Federal service and upon completion of five-year multiples thereafter (15, 20, 25, etc.).

The Data Processing Branch is now preparing lists for each office and the pins will then be ordered from the General Services Administration. Distribution to field offices is expected in early July. Chiefs of field offices are requested to arrange appropriate ceremonies on receipt of Length of Service pins.

REPRINT SCHEDULED

The lost pilot incident near Red Bluff carried in the March issue of the WESTERN REGION NEWS has evoked a great deal of interest and inquiries throughout the aviation fraternity. This article was later introduced in the March issue of FAA AVIATION NEWS and has been reprinted to make copies available throughout the industry, with the Washington Information Services (ID-20) doing the honors. In our opinion, this dramatic episode reflects FAA's important role in aviation about as well as anything that has been published.

Anyone

for

REMOTE

ORE.?

If you're stationed at Salt Lake City, you probably have noticed this "porcupine" sign at the Salt Lake City airport. Pick a name and take off.

Our favorites on the sign, incidentally, are Dull Center, Wyo., Squeeze, Iowa, There 'N Back, Neb., and Peculiar, Mo.

FORMER AGENCY EMPLOYE FLIES SOLO TO AUSTRALIA

Mrs. Betty Miller, former FAA'er, successfully soloed Pacific route on which Amelia Earhart disappeared.

Some FAA long-timers may remember Betty Verret, the attractive communicator who worked for the Agency from 1944 to 1952 at Oakland and Riverside, Calif., Lovelock, Nev., and Wendover, Utah.

Today, as Mrs. Betty Miller, she holds the distinction of being the first woman pilot to fly solo over the route on which Amelia Earhart disappeared in 1937.

Recently, Mrs. Miller covered the more than 7000 mile distance in 54 hours and 8 minutes, making stops at Honolulu, Canton Island, and Fiji. She was flying a Piper Apache to its new owner in Sydney, Australia.

When she reached Brisbane, she was greeted by a big turnout of press, radio and TV, and was honored by the Lord Mayor of Brisbane at a large banquet. In Sydney, a similar welcome was given her, and in Canberra, she was welcomed by the American ambassador.

Mrs. Miller is now a senior instructor at a Santa Monica flying school where her husband, Charles, is chief pilot. She has logged more than 6500 hours of flying time, and is one of only 51 qualified women helicopter pilots in the free world. She first soloed in 1952 and is a member of the International Whirleygirls and the 99's, a women flyers' organization established by Miss Earhart.

When Mrs. Miller approached Eagle Farm airfield at Brisbane the controller's words were a pleasant surprise: "Eagle Farm and Santa Monica Tower clear you to land," he said.

Santa Monica tower chief Jim Oliver, a radio "ham" arranged for the unique greeting in one of his chats with an Australian Ministry of Aviation official—also a ham.

Special to FAA Wives: A Few Tips on How to Organize a Lively Club

Do you feel the need for an FAA Wives Club in your locality? If so, the manner in which wives of FAA employes at the Auburn ARTCC went about forming such an organization should serve as a good guide.

Mrs. Harvey Fritcher, president of the Auburn FAA Wives gives these tips:

1. Contact each wife personally with a questionnaire.
2. Keep the club membership open to any wives associated with the FAA who wish to meet socially with other FAA wives.
3. Meet regularly at least once a month.
4. Have a guest speaker at meetings. Invite beauty and marriage counselors; have programs on flower arranging, wrapping fancy packages, etc. Pick subjects from a list suggested by members.
5. Set a modest figure for dues, thereby avoiding fund-raising activities. Our dues are $1 per meeting.
6. Adopt a constitution and bylaws as a guide.

Membership in the Auburn club is growing, and although it is comparatively new, it now has 25 members. Activities already held by the club include a bowling night, a wives-only out-to-dinner night, a Valentine dance and an Easter egg hunt. Other activities planned include a fashion show and a dance.

"Our club was formed in September of 1962 by two wives who observed the need for such an organization," Mrs. Fritcher said. "We have found it to be an excellent means for making new personnel feel welcome."

Officers of the Auburn club besides Mrs. Fritcher include Mrs. Ed Darvis, hospitality chairman; Mrs. Floyd Anderson, program chairman; Mrs. Howard Lund, dance chairman; Mrs. Claude Preston, hospitality chairman; and Mrs. Bob Smart, vice president.

FAA Employe's Kin Helps Build Good Will Abroad

Mrs. Irene A. Roeseler, sister of Lillian B. Platt of the RO Message Center, is helping dispel the "Ugly American" misconception abroad.

Lillian has received two clippings from a newspaper in the Canary Islands containing a detailed account of Mr. and Mrs. William Roeseler's departure for the U. S. after a two-year residence. Mr. Roeseler was stationed there as an oil company geologist.

The clippings refer to the couple as "ambassadors of good will and friendliness."

Mrs. Roeseler received her degree in art at the all-Spanish University of Costa Rica.

Lillian comments: "I believe her thorough knowledge of the language helped make this possible. Also, her avocation, art, it is said, transcends all languages."

WESTERN SEMINARS SLATED

The schedule of aviation medical seminars for Western Region AMEs during coming months is as follows:

University of Utah—Sept. 25, 26, and 27.

University of Kansas (AMEs in Wyoming and Colorado only)—Oct. 9, 10, and 11.

University of Southern California—Jan. 15, 16, and 17, 1964.

University of Oregon—June 17, 18, and 19, 1964.

Tower and runway at Santa Monica Airport. FAA controllers direct as many as 1500 landings and takeoffs a day.

James W. Oliver Jr., Santa Monica tower chief, getting some flying time.

From right: Jerry Shourds, Dennis Myers, and Bill Keeler helped build a friendlier image of Santa Monica

Friendliness Pays Off at Santa Monica

Over a period of years, the Santa Monica Airport has built a solid reputation for friendliness and good relations with the general aviation public, due largely to the dedicated efforts of FAA personnel.

Though it is the fourth busiest general aviation field in the nation, tower personnel are never too busy to deal courteously and efficiently with those using the field.

Practically every pilot gives the tower a friendly wave as he taxis off. FAA files in the office of Tower Chief, James W. Oliver, Jr., contain numerous letters of commendation from student pilots, instructors, businessmen and operators.

When he arrived at Santa Monica about a year ago, Oliver continued a program based on two long-standing goals: One is to retain good will at Santa Monica by demonstrating in every way possible that FAA's basic mission is efficient service. The other is to provide users of the field with a better understanding of tower operation, policies and procedures.

Through these and previous policies instituted at the field, the general aviation public was brought closer to the FAA and greater mutual respect and understanding has been achieved.

Oliver is an experienced pilot as are all but one of his men. Their flying activity enables them to mingle with other users of the airport and to get acquainted with a larger segment of those served by the tower. This is no small job—there are 318 airplanes based on the field, about 400 students taking flying lessons and 17 operators.

It is not uncommon for pilots to visit the tower for informal question-and-answer "coffee sessions" at which policies and procedures can be explained and misunderstandings erased.

Tower personnel at Santa Monica have always given special attention to student pilots. Students were assured they would get around 55 minutes of air time for every hour of flight instruction, provided they familiarized themselves with tower procedures, traffic patterns, and similar data. This was a real inducement: they had been getting 35 to 40 minutes.

A policy was inaugurated under which students are given one hour of indoctrination in the tower cab before qualifying for their license.

A series of "control tower forums" was started with discussion centering on Santa Monica air traffic control procedures, taxi routes, traffic patterns, special VFR operations, communications, airport traffic areas, the control zone, and IFR procedures.

The program has paid off. A flight school, which conducts as many as 80 hours a day of instruction, thanked FAA controllers by letter for "remaining calm and unruffled despite many 'say agains' and student misinterpretations."

"Your efforts to bring about good public relations have helped pilots in this area become more courteous and traffic conscious," said Don Dorrell, president of North Star Charter Airways, in a letter to the tower. Another operator, Richard E. Kettler, called attention to the "complete lack of an antagonistic attitude on the part of the controllers which, in turn, is recognized by pilots using this facility, resulting in a friendly, cooperative spirit."

Santa Monica's daily newspaper, the *Outlook,* became interested in the field and assigned Louise Randall Pierson to do a story. She reported: "The FAA is doing a magnificent job . . . our airport is safe, progressive, and profitable."

As a result of its accomplishments, the Santa Monica tower has been nominated for the ATCA "Facility of the Year" award. The FAA team which helped bring this about consists of, besides Oliver: Donald Hartwick, Bill Keeler, Gerald Vanderpool, Denny Myers, Bill Crunk, Dick Tarantino, Don Chadwick, and Jerry Shourds, controllers, and Norman Norton and Jim Robideau, trainees.

GRADY COMPLETES 15 YEARS AS FACILITY CHIEF

James A. Grady, Chief, Honolulu FSS.

In the Pacific Region, Flight Service and James A. Grady are synonymous. July 11, 1963, marks the completion of Grady's fifteenth year as Chief of a Flight Service facility. He was promoted to Chief of the Port Allen INSAC on July 11, 1948, later moving to Lihue (Kauai). In 1956 he was transferred to Honolulu as Chief of the Honolulu FSS, a post he continues to hold.

During this period Grady has been responsible for many innovations which resulted in greater safety and improved service to the flying public. On three different occasions he was the recipient of Outstanding Performance ratings. The present Pacific Region adaptation of the National Flight Following Service is a result of Grady's recommendations, based on personal and longtime knowledge of the flight patterns and safety requirements for Island flying.

With an almost photographic memory for names, incidents, and local flying lore, Grady has been associated with both civil and military flying in Hawaii since first being based at Luke Field (now Ford Island, Pearl Harbor) prior to World War II. He served at Burns Field and Barking Sands AFB on Kauai, and at Wheeler AFB on Oahu. He came under enemy aircraft fire at Hickman AFB on December 7, 1941.

Government service has been Grady's life and career, since he was born on a Texas cavalry post near the Mexican border. He grew up on an Army post in Kansas and joined the Army Air Corps in the late thirties. During World War II he served at Guadalcanal and other South Pacific environs. He was in charge of an AACS station on Okinawa when the war ended, and he joined the CAA on September 10, 1945, three days following his discharge.

An oldtimer in experience, Grady is a young 45 years in the pace and progressive attitude he maintains. He now has a staff of 15 Specialists located on the eighth floor of the John Rodgers Terminal Building at the Honolulu International Airport.

Grady and his family make their home at 2050 Nuuanu Avenue, Honolulu. His youngest daughter, Kathy, 9, attends Sacred Hearts Convent; Steven, 17, attends McKinley High School; James, Jr., 20, is married and living in Honolulu; and Patrick, 21, is serving with the Marine Corps on Okinawa.

Mike Smith Heads Honolulu ATCA Chapter 28 Elects New Officers

The Honolulu Chapter No. 28 of the Air Traffic Control Association has announced the election of new officers and Board of Directors. Mike Smith, Honolulu Tower, was elected as Chairman; John Covey, Honolulu Center, Vice Chairman; Robert Culp, Center, Secretary-Treasurer; and John Van Dusen, Center, Program Chairman.

Named to the Board of Directors were: Robert Suits and Roland Shackleford.

Smith was formerly with the Washington Tower.

HILO STATION/TOWER NEWS

Aloha from the land of sunshine and blue skies. No floods, no storms—just a few sprinkles occasionally to keep the grass green—and, Oh yes, a volcanic eruption or two. We did, however, have a taste of Honolulu weather a while back; it rained for five days, but things are back to normal now with the sunshine. . . .

The word is "golf." Yes, the bug is infecting a few of the boys here, headed by that Hilo "Pro," Dave "Hole-in-One" Paniku. The most recent advocate is Tom "Hole-in-Twenty" Chun. As soon as Tom can scrape ten bucks to buy a second hand set of clubs he may do better. Other duffers include Pete Morrison, Shod Porter, and Ron Spiker.

The work on our runway 8/26 is coming along quite rapidly. The first phase is completed and the paving should begin shortly. It won't be long before we get some big jets in here.

YEN AND PEREIRA SPEND THEIR TIME OFF 20,000 LEAGUES BELOW THE SEA

Air Traffic Control Specialists Gordon Yen and Danny Pereira, Guam IFSS, spend part of their spare time exploring the undersea life along Guam shores.

They are members of the newly-organized "Sea Knights Guam" Scuba Club. Club officers are: Daniel J. Pereira, President; Charles P. Kekoolani, Vice President; and Gordon R. Yen, Treasurer. Other members include Morito Miyose, Raymond Tokumoto, and William Edenfield.

These ATC specialists are thoroughly enjoying the sport of sea-hunting off Merizo Bay, and on the NCS Beach, Finegayan, Guam. The loot? Edible fish; octopuses; many varieties of shells, some unusual; and many specimens of coral.

Dan holds a COMNAVMAR Senior Diver Certificate and Gordon holds a Novice Certificate. Chuck Kekoolani is an old hand at the game, having had previous experience in Hawaiian waters.

To qualify for the COMNAVMAR certificates, members must make a deep water dive of 110 feet outside the reef, and be experts at swimming, skin-diving, and scuba diving.

Gordon, Chuck, and Dan normally dive from 30 to 60 feet, but the others are rapidly becoming proficient. In addition, Dan is passing on to them some of the underwater combat tactics he acquired while assigned to a Navy underwater demolition team during the Pacific and the Korean campaigns.

Chuck Whitfield (SATCS) recently loaned the group an underwater camera.

Dan Pereira walks on ocean floor

Left: View of Canton Island facing North. At right, Regional and Canton Island officials pose with General Grant during his recent inspection tour of Pacific Region.

UNDER TWO FLAGS

The Pacific Islands may suggest romance to one, bitter memories to another, economic opportunity to a third, but to the men and women of the Pacific Region they present a responsibility—a prime responsibility to carry out the functions of the Federal Aviation Agency and, although secondary, the important responsibility to live up to the principles of the United States.

Nowhere is this secondary responsibility more important than at Canton Island in the Phoenix Group. In 1928 Kingsford-Smith completed his epochal flight from California to Australia, and set governments to planning transpacific air routes, making the airplane instrumental in completing the partitioning of the Pacific by the great powers nearly three centuries after Spain had begun the process. The United States already possessed a convenient chain of potential runways across the North Pacific, and Japan's chain of islands afforded easy stages for flights to the Indies.

Comparable one-flat chains did not exist in the South Pacific, so the United States and Britain raced to establish sovereignty over several tiny uninhabited coral points that had earlier been cleared of guano fertilizer and then abandoned as useless. In 1936 the United States occupied Baker, Jarvis, and Howland Islands, while Britain occupied Canton Island and Enderbury. The United States also wanted Canton and Enderbury for links with Samoa, but the American occupation force which "invaded" Canton in 1938 shared their British rivals' beer and left it to Washington and London to resolve the problem. The two nations in 1939 agreed upon the establishment of a 50-year Anglo-American condominium.

Canton Island, lying just below the equator, and about nine degrees East of the International Date Line, is a typical treeless atoll or coral island. Grass and herbs provided survival food for castaways and small parties of fishermen, but the lack of good soil and drinking water rendered the Island unsuitable for a permanent native settlement. Sea birds and fish abound and, if drinking water were present, human life could be sustained indefinitely. But for the most part, the vegetation-loving Pacific natives have avoided islands like Canton. On the other hand, the very conditions which discouraged native settlers and made Canton a bird refuge, resulted in the deposit of valuable guano fertilizer and produced readymade runways for 20th century aircraft.

As every Pacific air traveler knew, Canton was transformed into a major air transport station during World War II, and was aptly described in James Norman Hall's "Lost Island." American GIs and British Tommies lived harmoniously together, crowded on the narrow atoll without apparent ill effects on either group, save that of boredom and a feeling of being exiled to sit out the war. Bored by isolation and made-work, maintaining the airstrip, communications, and an anchorage for planes and ships that rarely came, they wanted to be in Guadalcanal or Tarawa or anywhere but in the deadly monotony and calm of their particular "rock."

In 1940 Pan American began its regular flights to Auckland via Honolulu, Canton, Suva, and Noumea. Such air routes shortened Pacific distances to a degree not seen since the outrigger canoe replaced the raft. Pan American was followed by Qantas, BOAC, SPAL, and Canton buzzed with birdmen.

By 1962, jet aircraft and longer-range piston aircraft had shortened Pacific distances still more, to the degree where the commercial airlines now overfly Canton. Today, after the cessation of World War II, and the discontinuance of commercial air traffic, Canton has decreased to about 30 operations per month—from "birds to birdmen to birds" in a little over two decades! However, Canton still functions as an integral part of the approximately 9,600 air navigation, traffic control, and communication systems facilities of 60 different types operated and maintained by the FAA.

Equally important, in addition to FAA communications facilities, is Canton's contribution as a Pacific Missile Tracking Station, which is helping mankind's most exciting dream —the exploration of the universe beyond earth's boundaries —to come true. The road beyond lies to the moon and planets.

Below at left: An example of peaceful co-existence as flags of United Kingdom and United States fly side by side. At right, dancing is a favorite pastime on Island.

Honolulu Commissions En Route Radar

The Honolulu Air Route Traffic Control Center took another step forward in providing service to the flying public with the commissioning of its en route Radar service the latter part of May.

Radar is not exactly new to Center personnel. For the past three years a small group of Center controllers have been taking the long tram ride to the top of Koko Head each day in order to provide Radar Advisory Service to jet aircraft. However, because of the remoteness of the site from the Center itself, and because of the cramped quarters at the site, service was limited.

Radar is an aircraft controller's most useful tool. It provides him with a means of actually seeing all aircraft under his control, and allows for better use of airspace, and a smoother, more efficient flow of traffic. An en-route radar service was needed, and Mt. Kaala's completion was still well into the future, so an interim radar service was programed.

The new En route Radar Service was made possible through modern microwave equipment. While it constituted a technical breakthrough in its area, there was not, at the time, a sufficient number of radar-qualified controllers available to man the system and provide the expanded service made possible through the increased capability of the equipment. To remedy the deficiency in trained manpower, a program was set up to train controllers in proficiency in the use of the equipment, and because all this had to be accomplished before the actual commissioning date, the program, itself, had to be accelerated.

Responsibility for the project was assigned to Ted Torre, a Center Coordinator, and a former Seattle Center Watch Supervisor. To him fell the job of training new controllers in the use of this advanced equipment, and providing each with a thorough working knowledge of it, as well as a mastery of the new phraseologies and procedures associated with its use.

Thus, it was back to school for the controllers! Back to the classrooms which now buzzed with strange new terms (for radar has a language all its own). The schedule called for a number of weeks of concentrated classroom study, after which the students moved on to the next phase—the simulator. There, by means of electronics and assistance from the instructor, targets were placed on the face of the radar scope, where they were identified, vectored, and separated—just as if it were a real situation.

Following weeks of practice the students moved on to the actual scope—not to actually handle traffic at first—only to familiarize themselves with the equipment. Because a prime prerequisite in this area is that an operator be thoroughly familiar with the radar equipment, a student must come to know his set in the sense that it must become a sort of second nature to him. He must know where to reach—the right control—in the dark—every time. He must know his radar set as a pilot knows his cockpit.

After qualifying in this phase of the training the group moves on to the next and most important phase—involving on-the-job training. Here they actually control traffic (under close surveillance of the radar controller). Their performance is constantly monitored until they have progressed to the point where they qualify as journeymen radar controllers.

Martin Amidon, Honolulu ARTC Center Coordinator, practices control of targets on new installation, the RADAR simulator.

Following simulation, controllers handle live traffic under supervision. "Ted" Torre, backbone of the Center's RADAR training program, monitors Frank Aufhammer, RADAR Controller while James Holmes, Maintenance Chief adjusts set. After checkout, Controllers are on their own. Below, Frank Wong controls traffic while Walter Veon, Coordinator, stands by to relay information which keeps air traffic safely separated.

Betty Not Alone on Her Long Flight

"FAA personnel gave me such wonderful cooperation and assistance. They were all so nice to me."

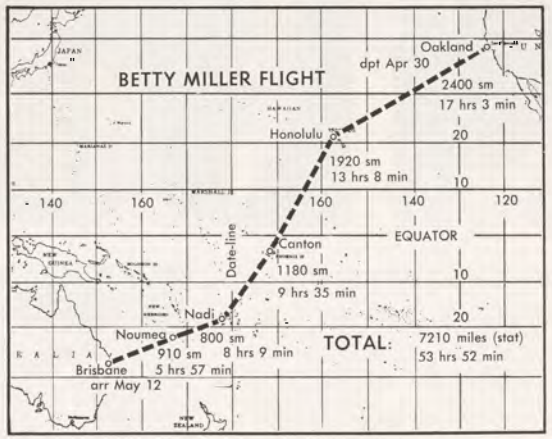
When Mrs. Betty Miller (nee Verret) made a solo flight from Oakland, California, to Brisbane, Australia in May, she had the assistance of the great host of Air Traffic Control Specialists in the Honolulu area. Betty, who had worked in the CAA as a Communicator in the Los Angeles Communications Station from 1944 to 1952, delivered a twin-engine Piper Apache to a dealer in Brisbane.

Mrs. Miller departed Oakland Airport early the morning of April 30 and, after stops at Honolulu, Canton Island, Nadi, and Noumea, landed in Brisbane the evening of May 12. She traveled a total of 7210 (statute) miles, covering the distance in 53 hours and 52 minutes flying time.

1. Above: Frank Wong (l), and Wilfred Chock keep in close touch with Betty during flight.

2. Roger Hine, Honolulu Approach Control identifies Betty's Piper APACHE; watches blip on scope as plane comes toward him.

3. Robert McCutchon, Ground Control, advises taxiways to the hangar area.



4. On hand to meet Betty as she steps out of plane, Public Affairs man Snyder.

5. William Brown, Watch Supervisor, recalled working with Betty in FSS.

6. Honolulu Flight Service Station Watch Supervisor Thomas Moore, briefs Betty prior to her Canton takeoff.

7. Tower departure controlier Ralph Wilson clears Betty for departure from Honolulu to Canton Island, her second scheduled stop on Pacific flight.

8. Radar Controller John Olson watches Betty on scope, helps her get established on airway. An experienced pilot, well prepared, she stayed on course.

9. On Canton Island, Thomas Clar, ATCS, provides communications, weather, and wind during arrival and departure sequences. Betty had two stops ahead before landing at Brisbane.

10. In Honolulu Center, Peter Galvez issues clearance in Honolulu to Canton.

THE DA VISITS PACIFIC REGION

Lt. Gen. Harold W. Grant, FAA Deputy Administrator made a combination inspection-familiarization visit to Pacific Region organizations and facilities during the latter part of April. Starting at top left and reading clockwise, the General is greeted at Honolulu International by Asst. Admin. Robert Gale, Mrs. Gale, Dpty. Asst. Admin. Hugh Laing, and Charles Aldrich, Chief, I&M ● Flanked by Capt. Laing and Canton Island manager J. V. Cox, he gets festivities under way ● The General has informal chat with Dr. Fujio Matsuda, Hawaii Director of Transportation. FS Chief Ray Woodward, eavesdrops ● Liana Takeuchi, daughter of Mr. and Mrs. Kazumi Takeuchi, gets a free lift on the shoulder of the General on Canton Island ● Petite Ruth King, daughter of Frank King, FAA electrical lineman dzes lei honors ● The General discusses cost of living with Mrs. Kahalepuna; her son Chester remains aloof ● Chauffeur renders snappy salute as the General boards Gov. Lee's car on Samoa ● George Harris, Guam CERAP Chief shows visitors facilities at Anderson AFB ● Gen. Grant, Mr. Gale, visit Mrs. Jessie Murphy's fourth grade class at Wake Island.

DESIGN FOR SAFETY: FSS SPECIALIST DEVISES WAY TO HELP PRIVATE PILOT

Flying in the State of Hawaii, because of the large expanse of water between the various counties, is somewhat unique, and presents problems to the transient or local weekend pilot not normally encountered by his mainland counterpart. An FAA Specialist at the Lihue (Kauai) FSS, William F. Clark, has developed some interesting briefing tips for FSS and CS/T personnel designed to assist the pilots of light aircraft. They are presented in the following paragraphs.

During periods of low visibility—because of haze or showery conditions with a low ceiling, it is possible for the pilots of the slower, light aircraft to lose sight of land for as long as thirty or forty minutes. And, because of the distance, there is a greater likelihood of this happening between Lihue and Honolulu.

Since Warning Area 322 covers most of the west coast of Oahu, and jet aircraft make penetrations along the rest of it, pilots flying from Lihue to Honolulu are more or less forced to draw a true course line from Lihue to a point five miles or so south of Barber's Point. One pilot who inadvertently flew through Warning Area 322 on one of his flights draws a true course line to a point ten miles south of Barber's Point to give himself an extra margin of safety. If he figures his winds incorrectly or fails to subtract the 11 degrees Easterly variation, he could fly far to the south of Oahu.

The number of aircraft departing with the wrong magnetic heading could be reduced considerably if the following functions were performed by the Air Traffic Specialist when briefing the pilot: (1) After the pilot has decided on an altitude based on the most favorable winds and cloud conditions en route and at his destination, plot a dead reckoning course on the back of the Station's computer. If the true courses for the various routes have been previously plotted and posted, it will take approximately thirty seconds to determine his magnetic heading and ground speed. (It will take a little longer if the route of flight is north of the Island and south of another); (2) To make comparisons, ask the pilot what magnetic heading he plans to fly; (3) The next step is to have the pilot check out his magnetic compass when lined up on the runway for takeoff. If the aircraft is squared up with the runway, the magnetic compass should read the same as the runway direction—or approximately so—depending on the compass deviation for that particular magnetic heading.

William F. Clark. His tips on flying spell SAFETY.

Some pilots depend entirely on their very high frequency omni range (VOR) receivers for guidance. This can lead to trouble. VOR receivers in light aircraft —possibly because of rougher landings by novice pilots—seem to develop more trouble than the VOR receivers in multi-engine aircraft. There were at least two instances noted at Lihue in the past year in which the receivers in light aircraft were off—one as much as 90 degrees. Based on the possibility that the VOR receiver is furnishing erroneous course information, the following airborne check is suggested: (1) determine the VOR radial, from the facility, that overflies the true course selected by the pilot; (2) After the aircraft is established on course, request that he crank in the radial that coincides with his true course on the omnibearing selector; (3) When the aircraft is tracking along this radial with the left/right needle centered, request his magnetic heading, as determined from his magnetic compass. If the winds have been figured correctly, based on an actual wind forecast, the magnetic heading given should be within five degrees or so of that computed. If it differs significantly from the computed figure, have him make a confirmation check, but first have him turn off course until the left/right needle moves off center. If, after this second check, the magnetic heading, as determined from the magnetic compass, differs significantly from the computation and the magnetic heading he had previously given, and if the compass has been checked out and is determined to be operating properly, it is fairly certain that the VOR receiver is providing erroneous course information.

PACIFIC REGION'S "GOOD HUMOR" MAN RECEIVES U.S. FREEDOM BOND AWARD

"Sim" accepts his award from Chairman Hanson.

S. F. "Sim" Provencher, Contracting Officer for the Pacific Region, is actually the Region's good humor man. Sim stands ready, willing, and able to lend a helping hand whenever his talents are useful.

Pictured at left, Sim is shown receiving a Freedom Bond Award as "Uncle to the Entire Pacific," from Carl E. Hanson, Chairman, Hawaii Savings Bond Advisory Committee. The particular occasion was a "Liberty Bell Ceremony" in front of Iolani Palace in Honolulu. Representatives of the military, news media, and business community received awards during the ceremony. Sim, however, was the only representative of a civilian Federal agency to be so honored.

As "Uncle Sam" he sells program to Caroline Wilson.

WAKE ISLAND PLUCKS SCUTTLEBUTT OFF GRAPEVINE

This is the Wake Island Grapevine logging in—after a long time—to report Wake is still very much in the news.

Several "firsts" have occurred recently: The Wake Island Code was established and Ted Awana named as Chief of Protective Services. Thomas "Dud" Musson came out to perform the first wedding ceremony at the Chapel when Estrella (Nita) Orndorff and Wendel Bayne of Wake IFSS were married on Valentine's Day. Baby Boy Tara, son of Nancy and Al, was first baby born under the Code. On March 27 Judge Jon Wiig of Honolulu presided over first court proceedings.

Sam White, Jr.'s daughter, Daphne, was married March 12 to Sam Barricklow of the U. S. Coast Guard at the Chapel, with Acting Island Manager Cyril Amerling performing the ceremony. A reception and dance for over 300 people was held at the Club later, and the bride and groom left via MATS the next day for duty in New Orleans.

The MAKULES are making themselves known in the local sports field . . . a new baseball team made up of those "over forty." Incidentally, "makule" in Hawaiian means "old folks," but the team doesn't look it—out on the field! Here's the battery!

Catchers:	Larry Nishimura & George Kahao
Pitcher:	Tony Agabao
1st base:	Al Souza—Andy McGuire
2nd base:	Cy Amerling
3rd base:	Art Joao
Short Stop:	Ducky Swan
Outfielders:	Myuki Ono, Tandy Kualii, Johnny Piper, Ed Meyer, and Chappy Chapman.

Contractor Charley Yee of Giuli Construction, provides refreshments for all.

The Fire Station welcomed two new members—Comebacker John Karratti, of Honolulu, and Joaquin Santiago, of Guam. Rumor has it quite a few of the married personnel will be able to have their families on Wake before long.

Scout Troop #7 is being formed under the leadership of Scout Master Harold Rorden, of IFSS, and 15 boys are now enrolled. Meetings are held at the school library and plans for a campout are in process . . . also, something very BIG (but hush-hush at the present) is in the making for a hobby project.

The Wake Gun Club team is in full swing with Ralph Fisher as President, and Raymond Chung as Secretary. The team is already in competition with the Air Force and Navy, and about fifty members are already looking forward to off-island competition. Plans call for a wahine team and a junior rifle team.

Resident Engineer Ducky Swan spent a three-week vacation in Honolulu. Henry Aki glad to welcome back Misi Fuauli as his assistant for three months.

Captain Ken Nagao of the FAA Crash Boat spent Home Leave in Honolulu, and then attended a week's seminar with the Coast Guard there.

Ed Meyer, busy Chief of SMSE, has departed for Oklahoma City, where he will be stationed for the next six months.

REGIONAL OFFICIALS CONFER ON FAR EAST MATTERS

Pacific Region officials are shown here boarding an FAA Constellation aircraft en route to Guam from Honolulu. Pictured from left to right are: Captain Hugh K. Laing, Deputy Assistant Administrator; Raymond C. Woodward, Chief of the Flight Standards Division; and W. G. Shreve, Jr., Chief of the Flight Inspection and Logistics Branch.

Captain Laing inspected facilities and operations on Guam and returned aboard the FAA aircraft which was completing a scheduled logistics flight to Guam via Wake Island and Saipan.

Mr. Woodward and Mr. Shreve met with Trust Territory of the Pacific representatives at Saipan to discuss flight inspection of facilities within the Trust Territories. Following this meeting the two men continued to Manila and Tokyo, where conferences were held with American Embassy officials regarding Pacific Region flight inspection activities in the Far East.

HONOLULU IFSS

Latest additions to the Honolulu IFSS staff are Jose Mandawe, Herbert Kaneshiro and Robert Okai. Robert Major, formerly of Oklahoma City, departed for Wake Island; front office has a new face —secretary Eloise Ching, formerly of FSS Honolulu.

Lee Gamache was awarded a check for suggesting the use of colored labels to differentiate the consoles in the Automatic Switching System. Congratulations are also in order to Ronnie Yasui for his recent promotion and to Aloha Hanohano on the birth of her fourth son.

The IFSS bowling teams are doing quite well in the FAA Mixed Handicap League. Fielding three teams are Captains Joe Morin, Joe Aarona, and Don Hiroshige. Some of the IFSS keglers are Lloyd Graham, Doug Ching, Mits Murakama, and Tommy Deboma.

Golfing is also actively pursued by IFSS personnel. However, the recent adverse weather has somewhat curtailed the sport. Ed Hiroshige, Herb Sugitaya, Ed Ishisaka, and John Rasmusson are the "Fearsome FORE" of the local fairways.

HONOLULU TOWER

Honolulu Tower personnel have been occupying the recently completed Honolulu complex since October. There has been thorough orientation in the operation of the new radar.

Congratulations to the Bill Clarks, Stu Merriwethers, Hal Matsumotos, and Dick Wilsons! Additional tax deductions have blessed their homes!

Roland Shackelford announces that the Honolulu Tower Golf Team, managed by him, is ready to challenge all comers in the area—with appropriate handicaps. Speaking of handicaps, Shackelford challenges anyone to organize a team with men who run a facility 24 hours a day, seven days a week, with rotating shifts, and days off.

FAA Keglers on Guam Make Move Toward Top in Dozen-Team League

The FAA Bowlers never win any laurels or fame but they never give up either. Last season they finished tenth in a 12-team league. Their present position in sixth place is pretty heady for them as can be understood. So congratulations!

Besides Station Manager L. V. Richmond, the team is composed of: Jack Outcalt (SEMT), Steve Spurlin (RESENGR), Lew Kitson (REMT), and Jim O'Donnell (SMSP).

Life on Fire Island with FAA Employees

Summer brings picnics and outdoor lunches to the inhabitants at Fire Island.

The old adage "so near and yet so far" holds true for those on duty at Fire Island.

Fire Island is located in Cook Inlet about 15 miles Southwest of Anchorage. It is about 2 miles by 3½ miles in size and has low hills with 4 small lakes in the low areas. Moose and squirrels originally made up the animal population, but now FAA'ers dogs add six to the number of animals here. The island, though close to the "Big City", is made remote by the nature of Cook Inlet that surrounds it. Tides of 30 feet are usual and lows of minus nine have been known to occur. When the tide is out, the island is surrounded by mud flats of a type almost indescribable. In places this mud has all the holding power of the best glues and acts much like quicksand. A couple of us have boats which are sometimes useable but most of the traffic from or to the island must be done by charter plane. We have a sort of semi-airline service now that makes regular flights, but this service is not much different than charter.

To begin with, there was an Air Force and Army station here on Fire Island having a complement of about 150 men. Then, upon institution of joint use, an apartment house was built and we were added to the list of inhabitants. At first the FAA population was small, there being only 5 families. Now there are 9 families and 2 bachelors permanently assigned to "The Rock." Also, we now have 2 apartment buildings housing a total of 36 people.

Activities include almost everything any small community anywhere has to enjoy. In the winter we have sledding, skating, and skiing along with access to Air Force hobby shops and movie theater. Television from Anchorage comes in with remarkably good reception. Summer weather brings a park-like beauty to Fire Island and boating, picnics, hiking, fishing and outdoor construction flourish everywhere. The Air Force and Army people go all-out for Go-cart racing complete with race track and it looks like the coming summer will sound like Indianapolis once again.

Last year some of us undertook building a 21 ft. cabin boat and it looks as if this year we will have a major modification to make on it before launch time. The propulsion system is out of commission again.

When flying to Fire Island, one first sees a tree-covered island with high cliffs that drop almost vertically into tidelands. Next, buildings located on top of the highest point, which is about the center of the island, come to view and the very noticeable radomes standing out as the marks of distinction. Located somewhat apart from the other buildings are the FAA apartment buildings. Then, down to the airstrip for a landing which is usually greeted by gusty winds. A bouncy ride up to the area of inhabitation sometimes is highlighted by seeing moose grazing in the brush by the road. Once inside the apartments, one has the illusion of being in a modern city with a good view of a park outside. This deception is not broken by the furnishings and appointments in the apartments themselves since everything is modern and up to high standards. Only the lack of city noises and hustle creates an air of far suburban life. In a short time one may see all that is to be seen and soon can be joining in the activities that are ever present in "Life on Fire Island".

An example of the new apartments which will house FAA residents at Fire Island.

Landing strip on Fire Island and view of the Chugach mountains from the island.

McLAIN OFF TO ALABAM' AFTER 21 YEARS IN ALASKA

Cake surgeon McLain operates at his retirement party.

A well-wishing group of FAA'ers numbering over 100 gathered in the Headquarters conference room on the eighth floor to wish Perry McLain good luck and enjoyment during his retirement years.

Perry, a veteran of 28 years of Federal Service and an employee of the Federal Aviation Agency in Alaska since 1941, said goodby to his many friends. A program based on "This Is Your Life With FAA" was presented which recalled many incidents and memories of his years with the Agency. Long distance calls were made by Allen Hulen, U. Culver and M. Peterson from their areas of temporary duty in the "South 48" to wish Perry well and to say goodby.

During his 21 years of service in the Alaskan Region, he worked at many stations as a Construction Management Engineer.

Lost Pilot Brought Down Safely by Anchorage ATC

Arthur H. Johnson, Port Moller, Alaska, while piloting a PA-22 was unable to proceed to Merrill Field due to existing low weather conditions and advised Merrill Tower that he was holding in the vicinity of Burnt Island. Peter Jackson, Merrill Tower controller notified the Anchorage Center of the situation and requested radar assistance. Pilot Johnson was requested to change to approach control frequency, and on initial contact related to radar controller, Rogene Thompson, that he had only 30 minutes of fuel remaining. Miss Thompson located the aircraft in the vicinity of Potter and directed the plane toward Anchorage International Airport where slightly better weather conditions existed. Radar coordinator Wallace Leask alerted the Anchorage Tower controller Mike Moran, and asked that the high intensity approach lights be turned up to assist the pilot in locating the field.

About three quarters of a mile from the airport the pilot sighted the lighted runway and landed safely.

YAKATAGA SEES OIL ACTIVITY

ATCS Chief, Harmon A. Williams attended the Middle Manager's Work Shop at Lake Wilderness, Seattle, Washington, May 11 thru 15. Oscar M. Keranan acted as facility chief during that time.

The Colorado Oil and Gas Company is in the process of setting up drilling equipment and is expected to start the drilling operation soon. Air activity should increase along with this operation.

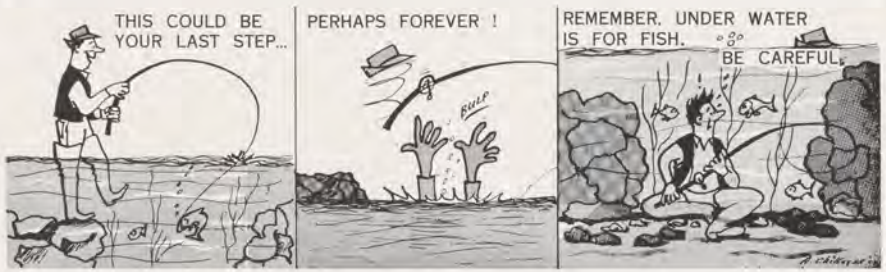
'62-63 Bowling Season Roundup for Women, Men Mixed Leagues

In the Women's League the "Millikins" gained first place with the "Lucky Strikes" making second place team. The high team series was taken by the "Bowling Bags" with a 1971, high team game—"Sno Jobs" with 726, high individual series—Millie Eichelberger with 556 and Bea Kendall with 556. In the second high individual series Shirley Rodger and Wilma Kirkpatrick tied for 546. The high individual game was won by Vi Starr with 222—Gladys Harding a close second with a game of 219. The high individual average was won by Bea Kendall with an average of 164. The most improved bowlers award was given to Fran Riggs, Mary Ann Earles, and Mary Jane Leavitt in a 3-way tie.

In the Men's League, first place honors went to the "Hi Rollers" with the "Alley Oops" making second place. The high individual game to Edward Klingbeil with a 267 game.

The Headquarters' Mixed League claimed a spirited season. The first place team was "Crystal Gazers" with the "Bloopers" making second place team. The high team series and the high team game went to the "L & R's" with a 2330 series and a 877 game. The high individual series and high individual game for the women went to Jean Kochendarfer with a 544 series and a 221 game. For the men the high individual series and high individual game was claimed by Darrell Nelson. The high average for men was taken by Darrell Nelson with an average of 180, and for the women by Vi Starr with an average of 158.

Trophies were awarded the winners at the annual bowling banquet held to climax the season.



KING SALMON FACILITIES MOVE INTO NEW BUILDING

New King Salmon FSS building houses numerous facilities.

During April the King Salmon Administrative Headquarters, Flight Service Station and Weather Bureau airport station moved to a new building located one-half mile west of the previous Administrative and Operations Center.

The former Flight Service Station (then known as a Communications Station) began operations in the year 1941 under a military authorized code called "Operation Jam Jar." Voice and "CW" (Continuous Wave) transmissions were used for several years to send and receive messages, communicate with airborne aircraft, and handle weather information. The Armed Forces made use of the landing facilities which were known during World War II as the "Naknek Air Strip" and "Naknek Air Base."

Our Communications Station was housed in a small wood frame building. This building had been modified and remodeled several times and the building became a sprawling wing-like structure, and because of its location (about 100 feet from the intersection of the present runways) had been declared a hazard to aviation and personnel working within the building.

We've witnessed a reality seeing the King Salmon FAA Administration, Flight Service Station and Weather Bureau airport station now functioning from our newly acquired headquarters. Besides the Flight Service Station and Weather Bureau functions, the new building provides offices for the Station Manager, Chiefs of the FSS, Electronics Systems Maintenance, Plant Systems Maintenance, Meteorologist in charge of the local Weather Bureau, and our Facility Material Specialist. Spacious electronics equipment and Weather Bureau maintenance rooms are also provided. A fall-out shelter has been included with the building design and we are now in the process of readying and equipping the shelter in the case of a nuclear attack.

The new building is of concrete and steel structure and ventilated with a constant changing air system. (Has been referred to as a "No Fatigue Building").

FAA King Salmon, Alaska now boasts a new modern Control Tower (tower was occupied during November 1961) and a Flight Service Station, both built to Federal Aviation Agency specifications and design.

Airlines Representatives Confer In Anchorage for FAA Symposium

Allen D. Hulen, right, welcomes Makota Saba of Japan Air Lines for the 2-day FAA-sponsored International Transpolar Symposium which convened Tuesday, April 23, in the FAA Headquarters Building. Getting acquainted here are left to right, Sven Piculell, Scandinavian Airlines Systems; Saba; Jacques Laumonde, Air France; and A. J. Lensing, KLM Royal Dutch Airlines.

The international airline representatives were able to exchange views and information with state and military officials as well as with members of our own organization.

Various FAA program chiefs touched on activities which concerned the transpolar carriers, and the Air Force representatives discussed their Arctic Air/Sea rescue capabilities in this area.

TALKEETNA READIES FOR ECLIPSE

Talkeetna is the jumping off place for Mount McKinley pounders. The first of several mountain climbing teams is on the way to the top of Mount McKinley. Dr. Washburn, who has climbed the mountain several times, was in the area on a photographic mission.

Approximately 700 people will visit Talkeetna in hopes of observing the total eclipse at 10:00 A.M. on July 20. Looks like a standing room only show. There can't be that many seats in Talkeetna.

REGION'S PART IN EXERCISE "MELTING SNOW" EARNS WASHINGTON SALUTE

The following Memorandum from the Deputy Administrator to our Assistant Administrator is of interest to all FAA personnel who participated in the recent Exercise Melting Snow:

"I was pleased to note from a review of initial reports the Alaskan Region's level of participation in Exercise Melting Snow and the evidence of close working relationships between elements of the military and our regional organization.

"Captain Holm also informed me of the intense effort by you and members of your staff to exercise the entire organization and identify all areas requiring improvement. I noted with interest this also involved a degree of hardship for some FAA participants. The dedicated responsiveness of these individuals to a simulated emergency is most gratifying. Please inform those concerned of my interest and appreciation.

"If I or members of my staff can be of assistance in solving problems disclosed by this exercise, please advise me."

/S/ HAROLD W. GRANT
Lieutenant General, USAF

Something new under the midnight sun. Drive-In Flight Service Station.

Dan Burns gets latest wind and weather from FS Specialist Andy Langel.

Above: William Nocolo in weather relay position. From here Alaskan weather is relayed between the United States, Canada and the Orient.

Below: Flight Service Specialists are in frequent contact with pilots, furnishing weather and airport conditions and other safety information.

Pilot Briefing Facilities at Merrill Field Tops for Pilots

According to latest statistics, Alaska is the flyingest state in the Union on a per capita basis. In the Anchorage area, it figures out that there is one aircraft for every 80 inhabitants. Because of this high per capital ratio of aviation activity, the Federal Aviation Agency touches more closely the lives of a greater percentage of Alaskan residents than of any other area.

Merrill Field, one of the main airports for general aviation in the Anchorage area, caters to the private pilot. Our Anchorage Station administration building at Merrill Field is a combined International Flight Service Station and Flight Service Station (IFSS/FSS). It is one of eleven IFSS types in the FAA and one of two IFSS types in Alaska with our other such station at Cold Bay. It also has the distinction of being the only International "Drive-In" Briefing Service in the FAA.

The Pilot Briefing facilities, recently moved from the second to the ground floor of the building, offer a convenient central place for the pilot to receive flight assistance service at Merrill Field. Pilots can now taxi right up to the building on a concrete ramp kept clear of other traffic, and walk into the station for a briefing, filing of their flight plan, and then be on their way. The location is well marked with large fourteen foot signs facing the runway. The signs are well lighted so that they can be readily seen at night.

Oftentimes a pilot will call in his flight plan and when ready to depart, will taxi by the station to check the weather and conditions in the area of his destination. Some of this information is given informally through the open window of the building or again he may go inside to look at the weather map and receive other needed briefing.

The new pilot briefing room, located on the first floor, even provides high stools so the pilots may rest their body while receiving Flight Assistance and/or filing flight plan.

Flight Assistance in connection with our new Pilot Briefing location is primarily a function of the FSS and consists of the following:

1. VFR (Visual Flight Rules) Flight Following Service.
2. Pre-Flight Pilot Briefing.
3. Disseminating weather and aeronautical information to enroute aircraft.
4. Airport Advisory service at airports serviced by a station but not a control tower.

The normal flight service area for each station covers a 400 mile radius. FSS specialists are required to have a detailed knowledge of the inner 100 mile area.

When a pilot files a flight plan he is given a complete briefing, including current and forecast weather data pertinent to the route, winds aloft information, status of navigational aids, status of destination and alternate airports and information concerning restricted areas.

The FAA prefers that the pilot file in person or via telephone rather than via radio, thus cutting down congestion on radio channels. It also affords the FSS personnel an opportunity to give the pilot a more detailed briefing.

Personal Briefing Aids: Some of the aids which make our personal briefing more effective include a Pictorial Chart. Four times each day, and when required by special conditions, the briefer uses colored pencils to make a pictorial representation of weather over the state on a specially designed map. Our FSS also solicit, broadcast, and transmit to teletypewriter circuits Pilot Reports (PIREPS) on a recurring basis. These are also plotted and available for personal briefings.

VFR Flight Following Service. Complete In-flight following service can be assured VFR pilots who elect to use VFR Flight Following Service. This service provides pilots en route with known information concerning weather conditions and the status of navigation aids; communications services, and landing areas of significance to his particular flight, and all changes which occur or are reported after departure of the flight.

Conditions Necessary to Qualify for VFR Flight Following Service:

1. Pilot files VFR Flight Plan and requests VFR Flight Following Service.
2. Aircraft is equipped with a functioning two-way radio.
3. Pilot reports his off time to the departure station.
4. Duration of flight may be for any length of time.
5. The pilot contacts designated flight watch stations when passing over.
6. A thorough pre-flight briefing must be accomplished.

Duties of Flight Watch Stations: Each flight watch specialist has a certain period during which he scans weather and other aeronautical data for anything of significance to the specific flight. Urgent data is delivered immediately. Otherwise, five minutes prior to aircraft estimate over (ETOV), the station prepares and delivers a flight condition message to the pilot. It is a concise summary of the significant information for that particular flight.

Whenever contact with an aircraft being flight-watched cannot be established within 30 minutes after the ETOV, the stations ahead and at destination are advised. Also if the flight is more than 15 minutes ahead of or behind his ETOV, similar notification is sent.

Search and Rescue: After certain limits under varying conditions, when an aircraft becomes unreported or overdue, a communications search is initiated, and Search and Rescue agencies notified. This includes flights not on a flight plan reported by someone with factual information.

Hazardous Reporting Service: Within Alaska most regularly travelled VFR routes lie over hazardous areas such as lakes, mountains, etc. A pilot can request Hazardous Reporting Service which depends on a contact every 10 minutes, and SAR is alerted if contact is lost for more than 15 minutes. Adjacent stations have letters of agreement on where the flight is transferred depending on terrain and communication conditions. Exceptions to the 10-minute reporting are spelled out in these letters where conditions do not permit frequent radio contact.

Emergency Service: Stations have aircraft orientation boards, plotters, charts, etc. to aid lost aircraft. There is equipment to work VOR problems and alert ARTC for radar if it becomes necessary to help in locating a lost aircraft. Stations are in the process of getting DF (direction findings) equipment which will be an additional aid in this area.

Flight Plans Without Flight Following Service: Pilots who file VFR flight plans and do not use VFR Flight Following Service will receive the following service. The FAA will conduct communications searches, and if necessary, alert Search and Rescue if the aircraft fails to arrive at filed destination. On en route contacts, they will be furnished altimeter settings, advisories of unusual weather or other conditions and anything specifically requested.

Activity at Anchorage Station: During the past 12 months this station averaged 600 briefings per month with a high of 1,163 for August. An average of 900 flight plans were handled per month with a high of 1,478 for July. It is known that there are many flights which do not use flight following service or even file flight plans. These are the pilots FAA wishes to reach and have them take advantage of the services available to them, which may save their lives.

FSS PERSONNEL BATTLE BLAZE THAT GUTTED CORDOVA BUSINESS DISTRICT

Smoke cloud masks fire-swept downtown Cordova.

At 4:30 A.M. on the morning of May 2, 1963, the Cordova Flight Service Station received an urgent call from the Coast Guard Cutter "SEDGE" based at Cordova, requesting all available fire equipment be dispatched to the city as a large fire was in progress.

After notifying the Foreman Mechanic Wayne Thompson to bring our new pumper to town, Kenneth Dahl and myself departed in our old tanker for Cordova, arriving in town at 5:00 A.M. where we proceeded to the old City Hall and placed the pumper into operation.

The fire, which appeared to have started in the vicinity of the Cordova Commercial Company and the Club Bar, had already proceeded north to Second Street and flames had almost completely enveloped the old hospital building and were threatening the City Hall. We continued our attempts to assist in saving the building and helped to remove records and office equipment from the City Hall offices.

The collapse of the old hospital building enabled us to control the fire that had started on the upper story of the City Hall and this was brought under control within a short time.

Our new station pumper truck was positioned opposite the Times Building and supplied water to fire fighters who were attempting to stop the fire at the Times Building to keep it from spreading across the street to the Windsor Hotel and other frame buildings. Foreman Mechanic Thompson ran our pumper from shortly after 5:00 A.M. until it was considered safe to shut the pumper down at 5:00 P.M. the same evening.

Mechanics K. Dahl and E. H. Hedstrom did outstanding work in manning the fire hoses almost continuously, as did Foreman Mechanic Thompson, whose expert manipulation of the pumper equipment assured the hose men of a continuous flow of water under sufficient pressure. This enabled the hosemen to confine the fire in the Times Building to the roof section, thereby ensuring that it was kept under control and preventing it from spreading across the street to other frame buildings.

Arrangements were made with the local Alaska Communication System Officer to provide for emergency back-up communication from Mile 13 to the Anchorage long distance switchboard via Boswell Bay. Facility Chief L. Zaber remained at the airport coordinating communications via VHF to the Coast Guard Cutter "SEDGE" for relay to various Cordova officials.

The phone link between Mile 13 airport and the City of Cordova was terminated by the fire and no other communications were available with the town except thru the "SEDGE."

This line continues out of service, and it is expected that it will be out at least a week before phone service to town is resumed.

The arrival of additional fire fighting units from Elmendorf, Spenard and Seward, which were flown in by military C123 and C124 type aircraft, gave assurance that the fire would be controlled. Cooperation was excellent among all the people fighting the fire. Each and every man contributed his utmost.

Facility Chief L. Zaber assisted by Specialists Sanders, Goodrich and Mast did an excellent job of handling communications between the airport and the cutter "SEDGE."

The Station Manager, Foreman Mechanic Thompson, Mechanic E. Hedstrom and K. Dahl remained at the scene of the fire and were released by the fire chief shortly after 5:00 P.M. and returned to the station around 5:30 P.M. It was a long day.

TWO FAA EMPLOYEES WIN TOP VALOR MEDAL FOR RESCUE OF DOWNED FLYERS

Two FAA employees, members of the Kotzebue CAP Squadron, were awarded the Medal of Valor for heroic action. Warren Thompson and Deane Brandon, both FAA station employees at Kotzebue and Civil Air Patrol members, responded to an emergency search mission when two aircraft became lost beyond the Arctic Circle on Alaska's northwest coast. One of the planes made a safe landing at Cape Beaufort, the other crash landed short of the field. No one was hurt, but they were unable to establish their location.

Almost immediately pilot Thompson and co-pilot Brandon were on their way in a CAP L-20.

Knowing that the weather was lowering fast, the rescue party realized that it would be necessary to get the crashed fliers out quickly, or else leave them there for several days until the weather cleared. It was obvious that the rescue was going to be difficult and dangerous, with high wind, a variable low ceiling and hazardous terrain. They made their decision: Go in and get them out.

Due to the extreme wind, the rescue take-off had to be made uphill. Since normal down-wind taxiing was impossible it was necessary to tie a rope to the L-20 and let the plane drag them to the bottom of the hill, where the crew off-loaded all unnecessary weight. It was difficult to reach flying sped on the uphill runway but, as the L-20 crested the hill it was caught by the high winds and slowly became airborne. Then Pilot Thompson nosed it down a creek-bed to gain enough airspeed to climb.

The ceiling had lowered even more, making it necessary to fly below 500 feet, where the crew was barely able to navigate in the white-out conditions. By using the scarcely visible landmarks they were able to locate Kotzebue and safety.

Arctic Circle rescue of downed flyers earned Dean Brandon (L) and Warren Thompson Medal of Valor.

These two CAP members were commended for exhibiting cool judgment and exceptional courage, coupled with a high degree of skill and ingenuity in carrying out this mission in the face of extremely hazardous conditions, exposing themselves continuously to serious injury or death.

-S-T-A-T-I-O-N- -N-E-W-S-

FAIRBANKS

The end of April and the first of May found Fairbanks in the throes of the annual spring breakup. First the snow turned to slush and then it melted. Finally, it ran off, leaving dirt roads seas of mud, gravel roads acres of pot holes and pavements heaving with underground frost.

Out in Goldstream Valley, Bill Goode and I were reduced to walking two miles through ankle deep mud, knee deep water and up and down slick 30° hills as the thaw put our roads out of commission. The state road washed away where it crossed the Goldstream flats. The old homesteader's road became so soft and rutted that Bill gave up trying to use his jeep. I continued using my tractors until I twisted the differential insides out of one and smashed the steering apparatus of the other.

People in town weren't having too easy of a time of it either. In the Hamilton Apartments, Jim Thorne, Bert Matthews, Keith Thompson and Walt Claxton made a mad 6:00 a.m. dash to the basement storage area in a panic effort to get their stored belongings to high ground before the boiler room and associated low areas flooded.

By the end of the day the yards around the twenty-four unit apartment house looked like a refugee camp. After a couple of days they got their heat and lights back, but they will be boiling or hauling drinking water for some time.

Large areas in Fairbanks were instructed to boil or otherwise purify their well water until after the flood risk was over. The bare ground without its usual insulating blanket of snow froze to a depth of eight or nine feet last winter. This spring the grounds, instead of absorbing the run off water, either held it like a sponge or sent it rushing into every low area where lakes were formed in basins made water tight by ice bottoms. Sewers, septic tanks and cesspools quickly filled and their surrounding drain fields saturated to the limit. An unhealthy condition existed from the first non-freezing day of spring. All this was compounded by the ice not melting in the Tanana River where the Chena, which snakes through Fairbanks, empties. On May 8, Fairbanks was in great danger of flooding as the Chena ice broke loose up river and drifted down against the Tanana where it piled up and threatened to stop the drain of Chena water under the Tanana ice.

Ron Logan spent a couple of days during the initial thaw pumping water out of his neighbors' yards and basements. Before the storm sewers opened, water collected in vacant lots and back yards. Sometimes the pools got so deep that they crested basement windows or other entrances where flooding could result. When this happened to Gabe Wessley, Ron took his gasoline engine pump to Gabe's aid. By the time Ron had Gabe's water down so that the basement sump pump could handle the remaining leaks some other neighbors needed pumping. The engine ran continuously for at least 48 hours in one yard or the other.

The spring flu bug made its way from the eastern coast of the U.S. to Alaska in late April. Among those stricken in Center RAPCON were Bill Goode, Dave Finch, Ernest Roque, John Scullion, Harry Hardy, John Lacy, Lloyd Blackmon, Milt Morrison, Joe Hollinger, Tom Konklin, Ron Wood and Bill Hass. Bert Matthews' wife went down pretty hard. She made two trips to the hospital with her infection.

Erland D. Stephens

KOTZEBUE

Greetings from the Riviera of the Northland. Through the swirling blizzards of winter's last-ditch battle, we see, now more often, an occasional timid, questing ray of sunshine. We have, in fact, reached such a peak of enthusiasm that our two Caterpillars are engaged in a daily struggle to eliminate the ten-foot drifts which, it seemed, had become a permanent feature in our quarters area.

The Kotzebue facility this past month has resembled nothing so much as a ship in drydock; with all of the attending furor of work and repair parties, temporary specialists, and the frenetic scramble to keep the required supplies coming. Some of the projects are nearing completion, and harried residents will soon be able to look back with satisfaction on temporarily mutilated walls (for the sake of new copper pipes and showers); decimated ceilings (preliminary to new, safer wiring); and the sudden, startling clanging of bells (a concomitant of the rehabilitation of inoperative fire alarm systems). These are but the forerunners of other, more comprehensive projects which foretell an exceedingly busy summer season.

The Guthries, on April 19, were blessed with their 9th, a son. This puts Al in the lead in the offspring sweepstakes hereabouts.

On the evening of April 29, ATCS Warren Thompson, accompanied by local pilot John Cross, completed another daring rescue-type flight to pick up a sick child at Shishmaref (diagnosis: acute appendicitis). This is another very commendable performance by this pilot who has a record of difficult rescues accomplished.

The seeds of springtime are seen in the gathering momentum of outside activities throughout the area: civic meetings abound (and are attended!), certain optimistic persons switch to lighter clothing (and as quickly switch back the next day), and some hearty souls are even walking down to the movie in the village.

E. I. Williams

McGRATH

On April 23rd Search and Rescue was alerted because of R92208 being overdue on a flight from McGrath to Fairbanks. The aircraft was soon located on the strip at Medfra with possible carburetor trouble.

FSS Chief Bert Cortright held a pilot contact meeting in the recreation hall on April 9. Films on low frequency range orientation and film strips on CAR 60 were shown. The meeting was attended by 12 local pilots plus about 15 youngsters.

Relief mechanic Wiley Boroughs is now at McGrath, assisting while the Foreman is recovering.

Marion J. Figley

YAKUTAT

Our Facility Chief Hummel was selected for the Facility Chief position at Kenai during the month and will be transferring during the latter part of May. Hummel and ATCS Rexford Teig made a familiarization flight to Cordova during the month. A stop was made at Yakataga en route. Personnel at Cordova were very helpful in explaining the Cordova operation and showing us the new Cordova FSS. The weather was good making flying

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conditions pleasant and allowing us a chance to study the terrain between Yakutat and Cordova.

Comments were forwarded from local pilots during the month regarding traffic patterns and rotating beacons.

EMT Edmond L. Ashworth returned from Oklahoma City after completing CE 221 and Teletype 74. REMT Leo Haagenson returned to Anchorage.

Station Manager Porter spent the week of April 1 through April 7 in the Regional Office on official administrative business. Facility Chief Hummel was Acting Station Manager during the period.

Dr. Hepler arrived in Yakutat on April 30 on a routine trip. While here, he gave 4 flight physicals and examined several other FAA and Weather Bureau personnel and their families.

James O. Porter

ILIAMNA

ATCS Jack Williams departed on annual leave during the month to California where his family now resides and SEMT Dick Brofft requested and received reassignment to Anchorage. REMT Gordon Smith arrived during the month to provide relief until a replacement for Mr. Brofft is obtained.

GMECH Robert A. Todd departed during the month to attend Electromechanics class at Oklahoma City FAA Academy. GMECH Joseph Cooke arrived from Anchorage to provide relief until Mr. Todds return.

With the runway drying out, Newhalen River open, and the Rainbow's starting to run, we expect a tremendous upsurge in "sportsmen" aircraft activity during this and the coming month.

Donald E. Darling

KENAI

Our field at Kenai is improving slowly and we now have a hundred foot strip down the middle that is suitable for DC3 traffic. The frost is about 10 to 12 inches down except on the edges of the runway and if the weather will play along with us, the surface should hold up the Connies this week. We have had DC3 service for the last 2 weeks.

EMT Everett T. Zumwalt has been on sick leave since April 29 and is now in Anchorage recuperating from surgery. Zumwalt will be assigned to Farewell about May 20.

General Mechanic Loren Horn is due back from Oklahoma on May 20 to resume his duties at the station.

J. C. Lawton

BETTLES

Foreman Mechanic Russel T. McConnell returned to duty from the Academy and annual leave. He has not fully recovered from the illness contracted while in Oklahoma City, for which he was hospitalized for 2 weeks.

The new SEMT, Julian W. Morrison, arrived from Kotzebue, releasing REMT Willis Cowles for return to Anchorage. REMT Raymond Hensley was sent in to overhaul the ARSR equipment and to allow Mr. Morrison time to evaluate his position and get acquainted with the different types of equipment at the various sites.

William O. Nesbit

BETHEL

A meeting was held by various government and state agency personnel at Bethel to discuss various safety practices of local air charter services. FSDO personnel were called in to answer the various questions with the facility chief and station manager attending as observers.

The meeting was called by the local BIA plant supervisor who has 76 employees in travel status to the various villages around here. They were quite concerned about the recent crash of a Cessna 180 which was fatal to 3 persons.

Alan I. Haferbecker

WOODY ISLAND

The School Board of the Kodiak Independent School District, which has controlled and operated the Woody Island Elementary School since July of 1962, requesting a meeting with FAA parents to explore the possibility of closing the school and absorbing our pupils in the municipal system. Their reason was the shortage of operating funds resulting from adverse action by the City Council.

Apparently the School Board sympathized with the views of the parents and suggested we originate a letter to the City Council stating our objections. This was done by Acting Station Manager Roger Smith and a copy forwarded to AL-10.

At the present time we have only 12 pupils and the minimum we are allowed is 10 to keep the school open.

Early in April it was found necessary to place some restriction on transportation of passengers on the "Fedair IV." The local newspaper was requested to print the following notice:

"For several years, in order to provide a little extra service to the general public, the Federal Aviation Agency has permitted passengers on the "FEDAIR IV" to and from Woody Island. We regret the necessity of making this decision but traffic has increased to the point where safety regulations do not permit carrying all who wish to ride."

Darrell F. Chaffin

ANNETTE

Flight Service Specialist Robert W. Stinson was selected for an instructor's position at the Academy.

During the month of April ATCS/Tower Dillenkoffer and Newcomb spent approximately 2 hours flying with locally based Coast Guard, making various types of instrument approaches and familiarization with local area.

Relief Mechanic Felix J. Taylor arrived to assist with station maintenance until the arrival of Charles E. McGuire who was selected for the vacant WL-10 position. Mr. McGuire is expected to be here in late July or early August.

New employee Walter H. Sprague arrived on April 8 to fill the vacant position of the utilities equipment mechanic.

EMT Arthur L. Chamberlin and wife are the proud parents of a nine pound boy, born on April 4 at 1:50 A.M. at Annette. Coast Guard Corpsman Gene Johnson and Pat Fundeen assisted in the delivery.

GALENA

The Corps of Engineers contractor on the erosion control program has finally completed his work, leaving the way clear for other phases of this project. Two other Corps of Engineers contracts are starting this month; therefore, keeping the activity alive.

Lawrence D. Smith