FAA HORIZONS

AUGUST 1963

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

FAA

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FAA HORIZONS, the official employee publication of the Federal Aviation Agency, is published monthly by the Employee Information Division in the Office of Information Services. Articles of interest to employees on an Agency-wide basis are welcome. They should be addressed to: Editor, FAA HORIZONS, ID-40, Federal Aviation Agency, Washington 25, D.C. Tel. No.: WO 7-4600.

FAA HORIZONS

COVER: Pilot David P. Floyd (left) and C. R. "Tex" Melugin, Chief of the Operations Section of the Washington Aircraft Operations Office, make a check of thrust reversers during a routine preflight inspection at Hangar 6 at Washington National Airport, on engines of the JetStar, newest member of the FAA's fleet.

Who's Who and What's What

CENTRAL REGION's Installation and Materiel Division has completed publication of an Installation Section Handbook. Copies were distributed to Section personnel, affected Engineering Sections, and Maintenance Division District Offices. James L. Webb, Chief, Systems Installation Sector at Detroit, Mich., was in charge of drafting, editing, technical writing and final assembly of the Handbook.

SPOKANE's en route traffic control function has been transferred to the Seattle ARTCC at Auburn, Wash. The move involved about 20 persons, eight of whom went to Aubnrn and the remainder to other traffic control centers in the West. The move didn't affect RAPCON operations at Fairchild Air Force Base.

MARY T. JOYCE, MS-155, FAA's Visuals Branch, walked off with two first prizes at the Third Annual Exhibit of the Society of Federal Artists held June 2 in Washington, D. C. One was for Projected Visuals category and the other in Publications. Another talented member of the same staff, Clifford Gangwere, took second in the Illustrations category. Selections were made from 132 pieces of art submitted by 11 government agencies.

LOUIS MEYER, Proficiency Development Officer at the New Orleans Center, says he got $21,000 worth of satisfaction when he handed a check for that amount to the headmaster of the Holy Cross School. Money-raiser Meyer received an appreciation plaque in return.

AMONG NEW FACILITIES and offices opened recently in the Western Region are new FSS quarters at Bellingham, Wash., and Burley, Idaho; new co-located offices at Millbrae near San Francisco International Airport and a new office and hangar complex at Los Angeles Internationnal.

LT. COL. EDGAR R. ARMAGOST, USAF, Staff Planning Officer, IM-52, participated in the Air Show held at the DuBois-Jefferson County (Pa.) Airport on Memorial Day. Colonel Armagost flew the Washington based Queen Air N147 to the show and made the aircraft and its equipment available for inspection by several hundred interested visitors.

ESTABLISHMENT of the Washington ATC Air Explorer Squadron at National Airport has been proceeding with unusual success and enthusiasm. Some 29 boys of high school age have applied for charter membership. They formed a troop committee, selected officers and worked out leadership for the squadron.

EXERCISING his initiative, ATCS James T. Estep, RAPCON/Tower at Kirtland Field, Albuquerque, raised the barrier when he saw a Navy A6A flame out on lift off. Arresting gear and barrier stopped the aircraft two inches from the end of the 1000-foot overrun area.

HOLDERS OF GI "RD" insurance policies are reminded that they have until September 13, 1963 to qualify for a special dividend by exchanging their "RS" policies for "W" term policies or converting to permanent insurance. Those affected will get premium rates and an application from the VA.

W. KNOX SINGLETON, Associate Program Manager, Data Transfer and Communications Branch, SRDS, and his family have a vacant place in their hearts and their home in Springfield, Va. Last month Olav Lindstrom, 18, sailed back to his native Sweden after being a house guest of the Singletons this past year while he attended Lee High School as a foreign exchange student under the sponsorship of the American Field Service, an agency of the Society of Friends. Young Lindstrom, who was an honor student-at Lee and a prize-winning physics student, was one of 2500 foreign students who study each year in the U.S. under the auspices of the AFS.

FAA's New Merit Promotion Program

In October the Federal Aviation Agency's revised Merit Promotion Program will become effective. It is a new program reflecting the Administrator's philosophy of management which he expressed earlier this year at the Williamsburg Conference.

The Program puts heavy emphasis on quality, stressing throughout the importance of selecting the very best man or woman for every job. It eliminates secrecy with respect to promotion evaluation and establishes person-to-person communication between employee and supervisor; it reduces paper work to a minimum by announcing vacancies within reasonable geographic areas; it helps employees to identify opportunities for self-improvement, and in so doing, widens job horizons and advancement possibilities.

In less than five years the Federal Aviation Agency has become the eighth largest employer in the Federal Government with an $800 million budget and more than 45,000 persons on its payroll, against 25,800 at the start of business, December 31, 1958.

As the Agency grew, the old promotion program was hard pressed to keep vital jobs filled, but fill them it did, and with qualified people. While there were some dissatisfactions with the inequities and delays resulting from the crash buildup employees did not suffer. On the contrary, an average of 30 percent of FAA personnel received promotions each year, whereas 15 percent is considered a normal figure for a government agency. But because FAA was growing at such a rapid rate, all programs were expanding and many opportunities were created. Now, however, FAA is about to level off and proceed on a charted course toward stability. Vacancies and promotions will be fewer; competition will be greater. Aviation safety demands no less.

The Merit Promotions Program goes hand in hand with the Performance Improvement Program, with which employees are already familiar, and the Career Planning Program, just getting under way. The three will unite to assure that every person's experience, education, training, performance, initiative, and potential are wisely channeled toward his own best interests and the interests of the Agency.

Last November a summary of the most significant proposals in the revised merit program was circulated throughout the Agency and comments solicited. There was a gratifying response from nearly 1000 employees. What they had to say pro and con was well presented and showed evidence of serious thought. All observations were analyzed and given consideration in the final drafting of the program. One proposal made, a Committee Review on Individual Ratings Under Special Circumstances, was so opposed by the employees that it was dropped.

Of the other items presented, the one that drew most fire involved the Civil Service Commission's requirement that Government promotion plans give concurrent consideration to qualified candidates inside and outside an Agency. Consideration, as such, was not the objection. The word "concurrent" was the stumbling block in that a great many FAAers

What's New in the Merit Promotion Program? The National Promotion Program has been discontinued. The Agency now has the Executive Promotion Program, Field Promotion Program, and Washington Promotion Program.

Promotion Evaluations The Personnel Data Summary (PDS) replaces the Employee Promotion Appraisal (EPA) form. PDS requires joint evaluation by two supervisors, one of whom must be the employees's immediate superior. Supervisors will discuss promotion evaluation with employees. PDS will not be administratively restricted.

Recommendations by Supervisors Supervisors may recommend any qualified FAA employee or outside applicant for a vacancy.

Outside Candidates Outside candidates may be considered concurrently with FAA employees.

Promotion Ranking Combined evaluation prepared by two supervisors on the PDS will indicate whether employee is "outstanding," "well qualified," "qualified," or "not ready."

Areas of Consideration Agencywide competition will exist for jobs at GS-15 or above through the Executive Promotion Plan. Normal areas of consideration will be used for Washington and the Field, except that any area of consideration may be expanded Agencywide, but none may be reduced below the minimum.

Minimum areas of consideration are:

An Office or Service in Washington Headquarters.
A single facility in the Regions.
A Division in the Aeronautical Center.
A Branch at NAFEC.

Merit Promotion Program

Executive Promotion Plan. (EPP) Will be used to fill vacancies at the GS-15 level and above. Competition will be Agencywide. EPP will be administered under the direction of the Executive Personnel Board, headed by the Deputy Administrator.

Field Promotion Plan. (FPP) For vacancies in Grades GS-14 and below which occur in the field organizations. Qualified employees in the Alaskan and Pacific and European/Middle East Regions, the Aeronautical Center and NAFEC shall be considered in filling positions at grades GS-12, GS-13, and GS-14. Additionally, qualified employees at the Aeronautical Center shall be considered when filling vacancies in Grades GS-10 and GS-11 which require flight service specialist background.

Washington Promotion Plan. (WPP) For vacancies at level GS-14 and below which occur at Washington Headquarters.

History of FAA Promotion Programs

1946 Prior to 1946 each major office handled its own promotions. Employee records were kept on 4 x 5 cards and when a vacancy occurred the cards were studied and a qualified person chosen to fill it. In 1946 a promotion plan went into effect requiring vacancies to be announced Agency-wide. Employees were rated by a series of factors, such as workloads, etc.

1950 The rating method was discontinued. Vacancies were filled by screening employees who applied for consideration using a Promotion Evaluation form as a selective device.

1958 The Civil Service Commission announced its basic requirements for Federal Promotion Programs and notified all Agencies to submit their programs, based on these requirements, to the Commission no later than December 31, 1958. Because FAA did not start to function as an entity until that date, a six-months' extension was requested and granted.

1959 In July 1959 the FAA Promotion Program based on the EPA numerical scale was put into effect.

1963 July 1, 1963, Merit Promotion Program established.

regarded the suggestion as unfair. This is not so. FAA's qualification standards will apply to all candidates—insiders or outsiders. The Agency's policy is to promote from within unless the non-FAA candidate is better qualified. Let's put it this way. A candidate recruited from outside would have to be better qualified for the job than the employee competing for it, else there would be no gain to the Agency.

Some employees were dubious about flexible areas of consideration, feeling that their opportunities for advancement, or transfer to a more desirable location, would be restricted. Again, this is not so. Any area of consideration may be expanded, and in-grade transfers can be made without following the procedures of the Promotion Program. It is, of course, important that areas of competition not serve as a bar to the consideration of persons who might be among the best qualified for a particular job, but it is equally important that announcements not bring an unduly large number of applications from which a choice must be made.

In establishing flexible areas of consideration, vacancies are placed in a more realistic perspective. A list of 200 names from which one person must be chosen, tends to prevent serious evaluation of any, as the single task of screening is an almost impossible job. It is logical, therefore, when filling a vacancy, to bring a reasonably sized number of highly qualified candidates to the attention of the selecting official. The employee's interests are important, but over-riding all other considerations are the needs of the Agency. A promotion program is designed to identify the best qualified; it is not intended as a right to promotion.

Majority opinion favored the abolishment of the EPA with its attendant secrecy, and heartily applauded the introduction of the new Personnel Data Summary sheet and procedures which let the employee know how and where he stands with his supervisors. From now on two supervisors, one of whom must be the employee's immediate superior, will jointly rate him on his abilities, qualifications and potentialities. This is an equitable arrangement in that it serves as a double check. Supervisors must agree on, and record the fact, that the employee is "Outstanding," "Well Qualified," "Qualified," or "Not Ready." The last is a new term which will identify those who have not yet acquired the distinguishing qualities necessary for promotion. As has been before indicated, supervisors will have the responsibility of discussing their ratings with each subordinate.

It goes without saying when a promotion is being considered that everyone must be judged on the basis of his conduct and effectiveness both in his present and past jobs. Systematic appraisal of progress is an excellent way to be kept informed on this score and it is one of the high points of the MPP. The first promotion evaluations will be prepared by the supervisors when an individual employee is being considered for promotion, but eventually they will be made out for everyone at the time of the annual performance review.

Recommendation by management came in for its share of employee discussion, some agreeing with the reasoning behind the proposal, others not so sure. As it was resolved, supervisors or administrative officials may, if they wish, recommend any qualified FAA employees or outside applicants for promotion or appointment. The FAA has need at every level for willing, perceptive, and active workers.

Incidentally, there is a very important difference between "consideration" and "selection." The employee who is suggested by the supervisor, as well as the one who applies on his own, must compete with the other candidates. If he does not measure up, he does not get the job.

It should also be pointed out that such recommendations are pertinent to the Agency's Career Planning activities which make plain the responsibility of the supervisor to place the best person for every position. Career Planning would not fulfill its purpose if it depended entirely on employee response to vacancy announcements. This is proven by the experience of the past when not enough of the Agency's best employees responded to announcements. It is a part of a supervisor's responsibility, therefore, to suggest that employees with unusual or high potential be considered for promotion. A manager who fails in the wise selection of subordinates, in their motivation and development, or in weeding out those whose performance is inadequate, cannot expect success in his operation.

No promotion plan is ever perfect—is ever the answer to everyone's wish, and it is recognized that this one will not be the exception. However, it is not the ultimate program. As the needs of the Agency change, as they surely will, the Promotion Program and all other employee programs, will change to fit those needs. The present objective is to come as close as possible to meeting the present needs of the Agency and its employees and this, it is felt, has been accomplished. The Program assures everyone of fair and equal treatment and embodies a sufficient number of built-in safeguards to protect the employee, which is what Mr. Halaby had in mind when he told the Management Conference, as reported in the May issue of HORIZONS:

"While the welfare of the Agency must always be paramount to the convenience of an employee, management must recognize, in all its thoughts and actions that employees (and their wives and children) are human beings first and employees second. This means that they must be treated with respect and sympathy, whatever their place in the organization.

"Each employee should be given a clear understanding of his duties and the performance expected of him. He should be made accountable to a single superior, who should counsel and assist him as well as direct him in his work. If he is to be criticized, this should be done in private so that he will not lose prestige with his equals or employees of lower rank.

"Criticism should be completely honest and very firm but constructive and humane. A strong supervisor has no occasion to be abusive. Truly strong ones have no need to be. We cannot tolerate unfairness. Talent is too valuable to FAA to squander it in unfairness or personalities.

"To remain vigorous, every organization must practice vigilant self-improvement. As stated previously, one of the ways to do this is by systematically appraising past performance, appraisal by a supervisor of his subordinate's performance, and self-appraisal. The three should be in continuous process.

"As we grow in understanding and mature in experience in this young Agency, I am confident that we will continue to improve our management and that our personnel will share in the resultant benefits."

GLOSSARY

MPP	Merit Promotion Program
NPP	National Promotion Program
WPP	Washington Promotion Program
EPP	Executive Promotion Program
FPP	Field Promotion Program
EPA	Employee Promotion Appraisal
PDS	Personnel Data Summary
















Congressional Flying Club

Reps. Williams and Minshall study with two other club members.

For 16 Members of Congress, the bang of the gavel which ends a busy day on Capitol Hill, signals the start of the weekly two-hour ground school session for the Congressional Flying Club.

The Club, with Rep. John Bell Williams, Chairman of the House Transportation and Aviation Subcommittee, presiding, was formed by the FAA with the help of the National Aeronautic Association in May. Its membership, now 31, is limited to Members of Congress, key staffers and members of Congressional families.

Ground school classes are held each Thursday at 5:15 in the Interstate and Foreign Commerce Committee Room in the New House Office Building. Volunteer instructors from the Federal Aviation Agency and the Weather Bureau teach the course, using the students as subjects on which to test a variety of new audio-visual training aids. Actual flying and flight instruction is conducted at the Club's headquarters at Friendship Airport.

Legislators who are Club members are Sen. Clair Engle, (California) Sen. Peter H. Dominick, (Colorado) and Representatives John Bell Williams, (Mississippi) Robert W. Hemphill, (So. Carolina) Thomas G. Morris, (New Mexico) William E. Minshall, (Ohio) Thomas L. Ashley, (Ohio) Richard H. Ichord, (Missouri) John W. Davis, (Georgia) Ralph R. Harding, (Idaho) Don H. Clausen, (California) Robert H. Stafford, (Vermont) Hastings Keith, (Massachusetts) Robert R. Barry, (New York) William Cahill (New Jersey) and James Bromwell (Iowa).

NOTES FROM THE DIRECTOR

Very shortly, the Agency, in its continuing efforts to improve its services to the aviation community, will begin testing various new field organizations. Over the years, much attention has been directed toward reorganization of Washington headquarters and Regional Offices; however, the organization of field facilities has remained virtually unchanged.

Recognizing that advances in technology, changes in requirements brought about by the introduction of the turbojet, and the other diverse complexities of aviation in this decade which have collectively altered the environment of flight, the Agency feels compelled to examine its field activities, leading toward reorganization.

The tests to be conducted by various Regions are not tests to determine a field organization for the particular test Region, but a possible organization to be adopted as standard in all Regions.

The goal of the tests is not to particularly reduce manpower, but to get more effective utilization of the people now working. More productivity for invested dollars and hours.

As the Agency moves into this great new area of opportunity for creative, responsive thinking, I would like to urge each of you to respond positively so that any test we are asked to perform will be truly exercised and evaluated on its merits, without bias.

Philosophers have wisely said that change is the essence of progress—without change, there cannot be positive growth. However, this should not be construed to mean change merely for the sake of change, but directed change.

Director Arvin O. Basnight (right), presiding as Master of Ceremonies for the building dedication, introduces the Deputy Administrator, Lt. Gen. Harold W. Grant (left), to Atlanta's Mayor Ivan Allen early in June.

In the Southern Region, we have gained a reputation for effecting substantial changes, new methods, fresh techniques. We have not been bound by tradition or ham-strung by the semi-facts of bureaucratic ingrowness. We have asked: "What should be?" "How should it be done?" "And, by whom?" "And, when?" With these basic searchlights of reason, we have established a Region of innovation.

The new field tests we will be asked to perform follow this thinking. So let's all see what can be done by substituting imagination for habit, enthusiasm for inertia, and initiative for lethargy!

Arvin O. Basnight

Director, Southern Region

Last of the Blimps in Touch and Go Drill Shakes Up Tamiami Tower

The Tamiami Tower had the unique experience of working with the only operational blimp in the United States during the month of May. N-4-A, the Goodyear Tire and Rubber Company airship, made touch-and-go landings at this busy general aviation airport to qualify pilots.

N-4-A, or the "Mayflower" as it is named, was commissioned in 1959. It is 150 feet long and uses 132,500 cubic feet of helium. The cruising speed is 40 miles per hour and has a top speed of 62 miles per hour. Its range is 14 hours. The airship is used for advertising by the Goodyear Company. Two electronic signboards spell out public service messages and Goodyear advertisements.

The "Mayflower" left its home base in Miami on May 17 for a summer tour. This tour will take the airship throughout the Southeast and will work as far north as Cape Cod, Massachusetts.

Beaming, Atlanta's Mayor Ivan Allen and pretty "Miss Atlanta" watch as General Grant proudly cuts official ribbon.

Aviation dignitaries, along with Atlanta area employees and their families took time out from their busy schedules to officially dedicate SOs new headquarters. FAA Regional Office receptionist Diane Coleman (below) greets guests and looks chic in a new FAA receptionist uniform.

PROUD, HAPPY DAY AT REGIONAL OFFICE

On a bright, sunny June 7th, the Deputy Administrator, Grant and Director Basnight proudly dedicated the new Southern Region headquarters building to air safety.

Highlight of the dedication ceremonies, attended by FAA employees and their families, along with aviation dignitaries and civic leaders from throughout the Southeast, was General Grant's official dedication of the building to a Piper "Comanche" and a supersonic Air Force F105 circling the building. The General was in radio contact with the "Comanche," representing civilian aviation, and with the F105, representing military aviation. Both the General's remarks and the pilots' responses were broadcast "live" to the audience.

In addition to Grant and Basnight, featured speakers on the program were Atlanta's Mayor Ivan Allen, Jr., and U. S. Congressman Charles E. Weltner of the Fifth District of Georgia.

Both before and after the dedication ceremonies, dignitaries were given specially-conducted tours of the striking new building, and FAA employees proudly showed their families "where daddy works." To both dignitaries and families, the tall seven-story building put its "best foot forward." Its contemporary functionalism and basic economy were evident on every floor.

Attractive FAA hostesses and airline stewardesses added touches of additional beauty throughout the building, and each division, branch, and section described its important air safety work to the visitors.

The modern FAA headquarters building contains approximately 100,000 square feet of functional working space, designed to Federal Aviation Agency requirements. The partitions, lighting, and air conditioning are planned in increments of five feet, permitting room-size modifications simply and without costly renovations.

The working space for most employees is located near the outside walls to take advantage of natural light. The private offices in the center of the building also use natural light through the use of translucent glass walls.

The flow of walking traffic in the building is planned to avoid work interruptioin, and bright color is used purposefully and carefully throughout the building to readily identify each floor and section, making it easier for visitors and employees to quickly locate offices.

Functional and attractive as the building is, the use of modern design and materials achieved an office building whose annual rental, including maintenance and janitorial service, is approximately 33 percent below the average cost of comparable downtown office space. The furniture and office fixtures, modern and functional, approved by the General Services Administration, generally were stock items purchased from government-approved suppliers.

Modern design and space planning, encouraged by the General Services Administration, will allow more employees to be housed in considerably less space than the national average, which results in a saving to the taxpayer.

The new Southern Region headquarters building is certainly a dramatic projection of the Agency's "new look."

Georgia Congressman Charles L. Weltner (l.) congratulates the Agency on its new facility. General Grant (center), speaks to F-105 pilots thundering overhead in fly-by. Invocation is delivered (r.) by Rev. Bebell Carter who, during the week, efficiently runs the supply room and on weekends is minister of the Beula Baptist Church.

Pretty stewardesses from Eastern, Southern, and Delta Air Lines welcomed visitors and presented them with copies of "A Picture Story of the FAA." Below: beside the "GULFSTREAM" are Director Basnight, Mrs. Harold W. Grant, her daughter Lina, and General Harold Grant.

Eighteen lucky FAAers and their families are stationed on St. Thomas and St. Croix in the Virgin Islands. (l.) Ancient Danish structures and contemporary villas dot the slopes of Charlotte Amalie, St. Thomas. (r.) A tropical wind billows the white sails of a ship leaving St. Thomas harbor for a cruise through West Indies. FAA personnel are from SO.

FAA employees can take time out after busy air-safety activities to enjoy, with their families, holidays filled with sun and surf on beaches such as this. At sunset, with the tide, you can seem to hear in the background the gay calypso singers telling their stories in song to the accompaniment of unusual music played on the gay, painted oil drums of steel.

FAA FAMILIES IN THE ROMANTIC CARIBBEAN ISLANDS

If warm sunny days, cool breezy nights, and the melodic lapping of waves on a sandy beach is your idea of paradise, search no longer for the U. S. Virgin Islands are one spot on the earth's surface where these pleasantries are combined. The islands of St. Thomas and St. Croix hold special significance for FAA personnel since facilities on these two isles are staffed with Southern Region employees.

ST. CROIX

St. Croix is the largest of the U. S. Virgin Islands. The island is elongated in shape, stretching 28 miles east to west and six miles from north to south at the widest point. Coral reefs ring the island on three sides.

There are two principal towns on the island, Christiansted and Frederiksted, in which approximately two-thirds of the island's 15,000 inhabitants reside.

Public transportation is irregular, making a personal automobile highly desirable. The highway system is extensive and good. Local automobile dealers sell both foreign and American-made cars, with prices approximating those of the States.

The climate could be considered "ideal" by most any standards, with the mean temperature in the 70's. Temperatures seldom exceed the mid-eighties, with only a slight variance between day and night. Summer clothing is worn the entire year. Annual average rainfall is 45 inches.

Housing has been a problem area; however, in the near future, quarters for FAA personnel are programmed for construction. Three and four-bedroom apartments are scheduled to be built near the airport.

Food costs are generally 20 to 25 percent higher than in the States. There are several good supermarkets, stocking a wide variety of local produce, canned, and frozen foods.

The island has water and sanitation facilities in the two towns, as well as commercial power, 60 cycle, 110/220 volts.

Public schools are available, but not up to stateside standards, for elementary and high-school level. Parochial schools of two faiths accept children of any religious belief.

Churches include Roman Catholic, Episcopal, Lutheran, Methodist, Baptist, Moravian, and others.

A small hospital, staffed with specialists in major fields of medicine (including surgery), serves the island residents. There are three practicing dentists in the area.

Recreational facilities are numerous and varied, suited to any taste. Swimming, boating, fishing and sailing provide interest for the water enthusiast. For the "duffer," a golf course is available. TV programs can be received from the transmissions of St. Thomas and Puerto Rico. Several small night clubs feature local orchestras for dancing. Christiansted provides current movie entertainment at a modern air-conditioned theatre.

The airport is located on the south side of the island, approximately midway between the two towns. The FAA Flight Service Station is quartered on the second floor of the new, modern terminal building. In addition to local service piston aircraft, St. Croix is served by regularly scheduled DC-8 jet service to and from the mainland, as well as to other Caribbean islands.

ST. THOMAS

Located approximately 40 miles northwest of St. Croix, is the smaller island of St. Thomas. Its population is estimated to be 17,000, and climatic conditions are, of course, very similar to those of St. Croix.

Two villages exist on the island, Charlotte Amalie (pronounced Ah-ma-le'), the capital of the Virgin Islands and Frenchtown. The latter is populated almost exclusively by descendents of the French Huguenots.

Private bus lines operate throughout the island on an irregular schedule, with a fare of ten cents. Automobiles are desirable due to the irregularity of public transportation and most types may be purchased locally. Gasoline sells for 31 cents for regular, and 33 cents for high-test.

Public, private, and parochial schools teach elementary through high school level students, though classrooms are overcrowded. Highly successful accredited correspondence courses are utilized by many continentals.

Churches representing most major religious faiths are located on the island. The Rotary Club, Masonic Lodge, and Boy Scouts are active on St. Thomas.

Hospital and general medical and dental care may be obtained on the island, with emergency and special cases being flown to San Juan, Puerto Rico, a 25-minute flight away.

Ten two-bedroom houses are reserved for FAA personnel in a housing area one mile from the airport. The houses are unfurnished and rent is $100 per month. Housing in town is limited and extremely expensive. Water, sewerage, garbage disposal, and electricity are available through the Virgin Island Corporation.

Food is expensive on St. Thomas, the last survey indicating that local prices are 37 percent higher than those in Washington, D. C. Food supplies are varied and available in quantity with imports coming from Europe as well as the States. The island's largest single industry is the local rum distillery.

St. Thomas is well known for its recreational facilities. Because of the water clarity, skin-diving is one of the most popular sports. Fishing, swimming, and cruising enthusiasts list the St. Thomas waters as one of the best locations in the entire world. Horse racing, tennis, football, basketball, bowling, golf, and cricket are also popular.

Two theaters schedule fairly current films. Television programs in Spanish, transmitted by two San Juan stations, are well received.

The FAA Flight Service Station is located at the Municipal Airport which is operated by the Virgin Islands Corporation. The Station is located in the terminal building and quarters are air-conditioned.

GENERAL

Employees selected to fill positions in the Virgin Islands must sign an official agreement to remain there for a period of two years. Transportation expenses for the employee and his dependents and shipment of household goods are borne by the FAA. The employee is also entitled to receive per diem for days in travel status. A 15 percent non-taxable cost of living allowance is authorized, although federal income tax regulations apply. Employees accumulate 45 days of annual leave per year. At the completion of the two-year contract, if the employee elects to sign an agreement for another two-year period, he and his dependents are eligible for return to their official stateside place of residence for 30 days' home leave. Annual leave accrual may often be utilized in conjunction with home leave, allowing a more extended visit to the States. Travel costs and enroute per diem are paid by the FAA on all biennial leave.

Before a mass exodus to the Caribbean occurs, it should be noted that each island is staffed by seven Air Traffic and two Systems Maintenance employees. Thus the total staffing for both islands is eighteen.

Perhaps fate will smile fondly on your FAA career and someday you may find yourself situated at a breeze-swept airport on a West Indies Island, concerning yourself with aircraft flying through tropical azure skies.

L. J. Mercure, Atlanta GADO, goes over flight plan with pilot who will release aerial barrage on land blighted by dangerous fire ants.

Loading of insect-destroying chemicals is carefully supervised by General Aviation Safety Inspectors. Below: Because "Operation Fire Ant" is flown at low levels—150' altitudes—procedures and flight patterns are reviewed before approval by FAA Supervising Inspector.

FOREIGN INVADERS ATTACKED

Out of the dark of the night, a stowaway aboard a South American merchant ship came ashore, along with thousands of his relatives and began a vicious attack on the southern United States.

While this marauding band has killed several and has caused hundreds of thousands of dollars' worth of damage, they, in turn, are being attacked.

Hundreds of thousands of dollars will be spent in Georgia this year to eradicate the imported "fire ant." Most of the treating will be done by a few airplanes spreading a bait-type insecticide, Mirex, mixed with soybean oil and ground corncobs.

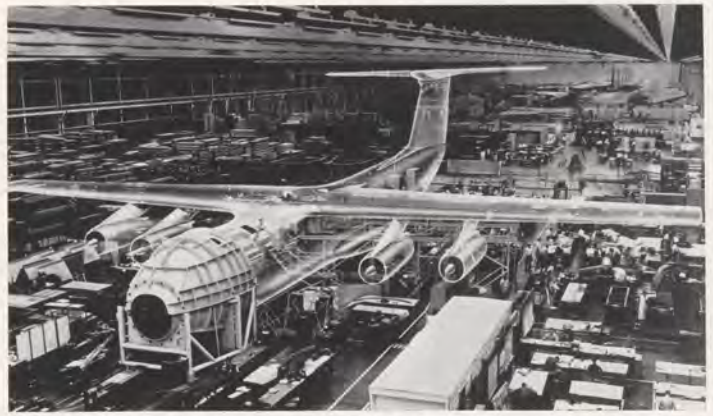
The imported fire ant is a serious pest, endangering people, livestock and wildlife as well as damaging valuable crops. It is believed that this pest came into this country undetected from a South American vessel.

The Georgia Department of Agriculture, in a cooperative program with the U. S. Department of Agriculture, is attempting to halt this costly and troublesome menace before it spreads over the entire state. Already, an estimated 3,000,000 acres of land in Georgia are infested with the vicious pest which leaves boil-like sores on both people and animals when it stings.

Southern Region Flight Standards personnel evaluated the proposed operation and continuously monitor the flight program. The aircraft were flight-tested by Engineering and Manufacturing pilots to determine engine-out climb performance, and aircraft load limits, plus airport limitations were imposed as a result of the evaluation. Several emergency load-dumping sites were approved, and the pilots were individually flight-tested by General Aviation Operations Inspectors. The airworthiness of the aircraft and quality of maintenance is also monitored by Atlanta General Aviation District Office Inspectors.

The low-level flight operation procedures and flight patterns are developed by Department of Agriculture pilot specialists with the aircraft pilots, and then are reviewed for approval by the Supervising Inspector.

The airplane again proves itself invaluable in modern life.



GHOST PLANE. An artist added the finishing touches to the C-141 fan jet transport under construction at Lockheed-Georgia. By a joint civil/military agreement the aircraft, when it has been type certified by FAA, will join the commercial cargo fleet.

A BIRD IS HATCHED

In this, the second of our articles concerning the "Flight Standards Story" of the total systemsworthiness approach, the role of the Engineering and Manufacturing Branch will be discussed relative to the original certification of an airplane's airworthiness . . . in other words, "hatching a bird."

This Branch is concerned with type certification of aircraft, engines, and propellers; design approval of aircraft material, parts, and appliances; and production control of these aircraft, etc., in the manufacturing plants.

In the case of a commercial transport airplane, the manufacturer must demonstrate to the Engineering and Manufacturing Branch that the aircraft is designed and built to comply with Civil Air Regulations which specify design rules that are considered to represent minimum airworthiness criteria. These regulations are objective in nature, which means that they do not say how a particular quality be achieved by the designer in order to give the designer the maximum possible freedom as to how he goes about the achievement.

After the airplane manufacturer has established his design, he submits all the design data to the Engineering and Manufacturing Branch for evaluation. This Branch is staffed with highly specialized engineers, flight test pilots, and manufacturing inspectors.

When the engineers determine that all design data meet the minimum airworthiness requirements, FAA flight test pilots conduct the flight tests to assure that the systemsworthiness level of the airplane will be acceptable for commercial operations.

Flight testing today is an enormously complicated and very scientific procedure in which reams of data are taken to prove the airplane meets all criteria. As an example, in measuring the takeoff performance of an airplane, a camera is used which photographs the airplane during the takeoff. By analyzing the film, the actual takeoff performance can be determined very precisely.

Making corrections for air temperature, runway slope, runway altitude, the humidity at the time the test was run, and other items, the takeoff capability of the airplane is developed and presented in the flight manual.

After a very comprehensive flight test program, the FAA learns what an airplane can and cannot do. If it is concluded that the airplane is safe to carry everyone's family to grandmother's house, a type certificate is issued and the airplane is introduced into commercial air carrier operation.

Throughout the type certification program, this Branch works closely with General Aviation and Air Carrier Branches to assure that the new airplane design is systemsworthy with respect to "the man," "the aircraft," and "the environment."

At Jackson, Miss., meeting, I&M Division Chief W. B. Rucker (shirt sleeves, r. background) listens to a question from an engineer.

Many developments taking place in southeastern aviation were discussed at a June meeting between Regional officers and State Aviation Directors. (L. to R.) Florida's Frank Stoutamire, Tennessee's Buddy Martin, Georgia's John Bennett, FAA's Deputy Director Paul Boatman, Mississippi's C. A. Moore, South Carolina's Jerry Merchant, Mississippi's John Dempsey, and Tennessee's Edward Murray.

James L. Dalton, Ass't. Chief, Balboa IFSS, explains a special feature of the Teletype Automatic Switching System to Lt. General Andrew P. O'Meara, CinC, Caribbean Command. General O'Meara has taken an active interest in the forthcoming radar and NAVAIDs programmed for the Panama area. Shown with the General are Henry O. Parker, Chief of the ARTCC, and John C. Nolan, Area Coordinator.

J. L. Wixon, Charleston, S. C. ATC Tower Supervisor demonstrates the ASR to pilots from HM Canadian Ship "Bonaventure." S2F crews were assigned to local AFB while ship was at the Navy Yard.

I&M Field Problems Discussed

During the Spring, top I&M Regional Office supervisory officials held special conferences with members of Installation Engineering field elements at Jackson, Mississippi, as well as Miami and Jacksonville, Florida.

The special conferences were designed to let field installation and supply personnel become better acquainted with Regional Office officials and permit an across-the-table discussion of prime objectives and matters of mutual interest.

The Installation Engineering field elements of this Division are especially unique in that they have no permanent duty stations outside the Regional Office. This, of course, requires them to spend the greater majority of their time in different areas and communities, resulting in their personal contact with the Regional Office to be few and far between.

Emphasis was placed during these conferences on the need for field employees to realize that they are an integral part of the Division and that their professional and personal problems are just as much concern to the Division staff as are those of Regional Office personnel.

Lovely Brenda Walker of Administrative Services gives a pint of blood to the mobile Blood Bank during June drive in which Atlanta FAA'ers participated.

IAS Helps Uncle Sam Maintain Lead in International Aviation

Flight Inspection DC3 over VOR, Port Said, Egypt.

Facts and figures neatly ranked in dull grey columns sometimes earn all the attention they deserve—none at all.

Not in this category is this batch compiled by FAA's International Aviation Service. They provide reassurance that the United States is a very lively aviation community in step with the times, and then some. As presented by the IAS here is how the picture looks:

There are 21 U. S. airlines in authorized international service to points in 65 countries. They fly 24 per cent of all international aircraft miles, 29 per cent of the passenger miles, carry 50 per cent of air passengers between the U. S. and foreign countries, and carry 36.7 per cent of North Atlantic air passengers.

On the other side of the coin there are 85 foreign airlines authorized to serve the U. S. but only 75 are actually doing so; these carry 63.3 per cent of North Atlantic passengers.

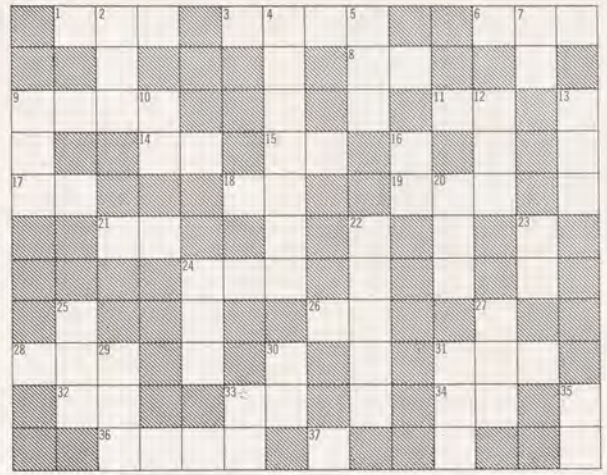
The U. S. aviation story abroad is carried on by Aviation Missions serving 33 countries, manned by 325 FAA employees. They helped to contribute to the safety and comfort of some 1,629,000 U. S. citizens who traveled abroad by air last year and the 1,663,000 who returned by air.

To promote efficiency and safety in the international airlanes, the FAA's IAS, acting in cooperation with the Department of State, last year hosted 1478 foreign civil aviation officials and students to acquaint them with American aviation facilities and procedures.

On the business side the picture is equally bright. Since 1961 the United States has made over $400 million available to other countries for aviation through Export-Import Bank credits and loans, Development Loan Funds, and ICA/AID equipment. American aviation exports in 1961 exceeded $1.20 billion out of total exports of $20.9 billion.

These statistics reflect the recognized leadership of this country in the advancement of international civil aviation and demonstrate the multifold technical, political, and economic involvement of the U. S. in aviation throughout the world.

Under the direction of Raymond B. Maloy, IAS has three divisions—International Field Service, Technical Assistance, and International Organizations—all at the disposal of the Department of State in furthering our international aviation goals.



Know your air traffic? Test your skill with this puzzle devised by Lawrence Tompkins, Washington ARTCC, as a training aid. Page 19 has correct answers.

ACROSS

1. Above
3. Request altitude change enroute
6. Instrument landing system approach
8. Final approach
9. Takeoff
11. Jet penetration
14. Missed approach
15. Left side
17. ATC advises
18. Turn right after takeoff
19. Surveillance approach
21. ATC requests
24. Expect further clearance at (time)
26. Special VFR Operations
28. Expect departure release at (time)
31. Airline transport association (ab)
32. Flight plan (ab)
33. Missed approach
34. Itinerant aircraft identification
36. Minimum interval takeoff

DOWN

2. Below
4. Additional traffic is
5. Expect further clearance at (time)
7. Turn left after takeoff
9. Traffic is
10. Fan marker approach
12. Precision approach
13. Subject terminal control release
16. TACAN approach
20. Release subject your discretion (aircraft identification)
22. Clearance void if aircraft is not off ground by (time)
23. Initial approach
24. Expect departure clearance by (time)
25. Automatic direction finding approach
27. Air Traffic Control (ab)
29. Revolutions per minute
30. Same as 23 down
31. Army, Navy, Civilian (ab, obsolete)
33. Method of operation (police ab)
35. Left traffic pattern
37. Cleared to outer marker (symbol)

QUESTIONS AND ANSWERS OF INTEREST TO AVIATION MEDICAL EXAMINERS

Q. What is the necessity of the serial electrocardiograms? Why should a healthy 35-year-old need an electrocardiogram?

A. It has been shown that arteriosclerotic heart disease and myocardial infarction can occur at a much earlier age than previously supposed. For this reason, it is desirable to have a base line cardiogram taken at an age early enough to preclude, in most cases, the possibility of a cardiac disease. This base line cardiogram can be used for comparison with future cardiograms and changes detected. Under the present regulations, the first cardiogram of an ATR pilot is required at age 35. In reviewing these cardiograms, an appreciable number show variations from normal which might indicate some cardiac abnormality. Without a base line electrocardiogram, it is impossible to determine if these variations are due to disease or are within normal limits for the individual concerned.

In summary, with an electrocardiogram in the record we have a more reliable basis for saying the airman is "a healthy 35-year-old" than we have without an electrocardiogram.

Q. For how long must an individual be seizure-free following neurosurgical resection of convulsive foci before he is permitted to enjoy the privileges of his airman's certificate?

A. We are unable to answer this question in specific terms. The problem would depend on the entire picture, the results of a physical examination accompanied by hospital summaries, evaluations of the attending surgeon, both pre- and post-operative electroencephalograms, and any other pertinent material which might apply to the case. If you have an individual who falls in this category and is inquiring about attempting to obtain certification, it is suggested that he take the required physical examination from the FAA Aviation Medical Examiner and document the report of physical examination with all necessary reports and evaluations.

This report is sent by the Aviation Medical Examiner to the Chief, Aeromedical Certification Division, Aviation Medical Service, Federal Aviation Agency, Oklahoma City, Oklahoma. Such a case would most likely receive consideration and evaluation from the Civil Air Surgeon's Medical Review Board. This Board would recommend the final decision as to certification of such an airman.

Q. What is the influence of smoking on proficiency?

A. The most important effect attributable to smoking is that which results from the temporary formation of significant amounts of carboxy-hemoglobin. In one who smokes during or just before flight, the amount of oxygen that will be transported in the circulatory system is lowered and hypoxia effects can be expected at altitudes lower than the altitudes required to produce similar results in one who does not smoke during or just before flight. This differential may amount to several thousand feet.

RESEARCH IN ENVIRONMENTAL PHYSIOLOGY

Continued technological advancements in civilian and military aviation allow for extended operations at higher altitudes and longer distances over more and more remote geographical areas. But this developed flexibility increases exposure hazards to potentially hostile environments.

If a policy of air safety is to be maintained, adequate provisions must be available to these personnel in order to counter threats of environmental stress under emergency conditions.

Any attempt to provide environmental protection without a firm understanding of the physiologic and medical principles associated with these stresses cannot hope to yield successful countermeasures. In order to identify more specifically the physiologic characteristics of thermal stress, CARI is sponsoring a program of applied research related to the problems of temperature regulation in extreme environments.

A typical program within this section involves measurements of human heat balance under various conditions of temperature, humidity, and air movement. The many physiologic measurements include assessments of the body heat production, body temperature, heart rate, respiratory patterns, and evaporative water loss. From these data, subsequent calculations provide information which serves to establish guidelines for defining tolerances of the individual. It is obvious that tolerances will vary greatly depending on the age, sex, health, etc., of the individual. Such a variety of data is necessary since the population which may potentially be exposed to environmental extremes includes not only aircrew but children, the aged, the infirm, pregnant women—in fact anyone who is an airline passenger.

Results of these experiments are consolidated and reported in the medical literature, medical and physiologic meetings and conferences, and in seminars—both within CARI and at local medical schools and universities.

Within CARI, the environmental climatic chambers are used to implement these experiments. These chambers are insulated test rooms and are adjustable over a temperature range of —80°F. to +180°F. with controlled humidity from 5 to 100 percent, at any temperature level. One of the chambers has, in addition, the capability of controlled air velocity up to 30 m.p.h., superimposed upon the temperature and relative humidity conditions. Virtually any naturally occurring environmental condition can be simulated within these chambers for experimental testing of human subjects or equipment.

The Arnold D. Tuttle Award was presented to Charles I. Barron, M.D., by Don D. Flickinger, M.D., President of Aerospace Medical Association at the 34th annual meeting held in Los Angeles, California, in May 1963. The award is presented for original research which has been published in Aerospace Medicine. *Dr. Barron was elected the President of the Aerospace Medical Association for the 1963-64 period. Medical Director of Lockheed Aircraft Corporation, he is a member of the FAA Civil Air Surgeon's Medical Advisory Council.*

NEUROLOGICAL MANIFESTATIONS OF DYSBARISM

A Review and Report of a Case with Multiple Episodes

Don E. Flinn, Lt. Col., USAF, MC
Granville J. Womack, Maj., USAF, MC

Decompression sickness is occasionally accompanied by severe neurological symptoms such as hemiplegia, aphasia, convulsions and coma. However, less dramatic neurological symptoms such as visual field defects, clumsiness and confusion also may seriously compromise flying safety and may be minimized or confused with symptoms of hypoxia or hyperventilation.

A 36-year-old USAF jet pilot seen at the School of Aerospace Medicine had experienced visual field defects on eight occasions over a three-year period prior to his evaluation. Each episode occurred at a cabin altitude of over 20,000 feet, and was preceded by some other manifestation of decompression sickness, usually an abdominal skin lesion. The symptoms cleared within 30 minutes or less when he descended below 20,000 feet, and were usually followed by a headache with vascular characteristics of 24 hours duration. The visual symptoms usually consisted of homonomous scintillating scotomas, occasionally enlarging to obscure half of his visual field, and on at least one occasion he recognized subsequently that they had been accompanied by mental confusion.

His medical history was essentially negative with the exception of the presenting complaint. He was slightly obese but otherwise was entirely normal. Extensive laboratory studies, neurological examination and electroencephalography revealed no significant findings. On a decompression chamber flight, the patient developed a circumscribed, tender, erythematous lesion several centimeters in diameter on the abdominal wall after 30 minutes above 30,000 feet. This was followed in about one and one-half hours by a scintillating homonomous field defect which could be demonstrated by perimetry. Neurological examination at this time was otherwise normal but the patient was restless and confused, as manifested by attempts to talk without pressing the microphone button and gross unrecognized errors when he attempted to perform simple mathematical tasks. All symptoms cleared a few minutes later by the time an altitude of 10,000 feet was reached and the only sequelae were abdominal tenderness, fatigue and a headache persisting for approximately 40 hours.

Visual scotomas are one of the most common neurological manifestations of dysbarism. They tend to occur repeatedly in certain individuals and not at all in others. Characteristically they are bilateral and homonomous, have a scintillating border, spare central vision, and persist from 10 minutes to an hour. They are almost invariably preceded by other manifestations of decompression sickness such as chokes or skin lesions, and are often followed by a throbbing headache. The similarity of these symptoms in decompression sickness to the scotomas which may precede migraine headaches has led some investigators to conclude that the pathologic mechanism may be the same in the two conditions, namely, cerebral vasospasm in the region of the occipital cortex.

The neurological symptoms in decompression sickness are undoubtedly related to evolved gas, but there is no agreement as to the specific mechanism; intravascular air emboli, extravascular bubbles or tissue breakdown products resulting from evolved gas at a distant site have all been proposed. Other focal neurological signs such as paresis, sensory changes and aphasia are presumably caused by the same mechanism. The confusion which is commonly described in reported cases may also be due to direct CNS involvement; it may occur oftener than is recognized, representing a significant hazard to flying safety. Although focal neurologic symptoms are a significant hazard in themselves, they may forecast an even more critical outcome. Seemingly mild neurological symptoms may progress, either immediately or after a symptom-free interval, into critical shock or neurological impairment. Individuals who have developed scotomas during past altitude exposures are known to have developed severe and, in one case, fatal neurological and cardiovascular manifestations of dysbarism on a subsequent flight.

There is good rationale for the use of overcompression in the treatment of cardiovascular and neurological complications of dysbarism; bubbles which are formed at altitude are reduced in size by recompression to ground level, but do not resorb immediately. Overcompression may be expected to further reduce their size and hasten resorption. In several reported cases of aviators dysbarism, overcompression has been used successfully, and it warrants emphasis.

Colvern D. Henry, M.D.

NEW CAMA PRESIDENT

Colvern D. Henry, M.D., assumed responsibilities as President of the Civil Aviation Medical Association (CAMA) at the close of the annual meeting in Los Angeles, California, in May 1963. CAMA is a division of the parent Aerospace Medical Association and is composed primarily of civilian flight surgeons designated as FAA AMEs.

Dr. Henry's interest in aviation and in aerospace medicine dates back to 1917. He has been a U. S. Air Force Flight Surgeon since 1940 and was appointed an ATR examiner in 1946. At the present time he is engaged in the practice of Aviation and Industrial Medicine in San Antonio, Texas.

An article by Dr. Henry and Lewis M. Helfer, M.D., "Sudden Complete Incapacitation of an Apparently Healthy ATR Pilot," was published in the April 1963 issue of *Aerospace Medicine*.

The Walter M. Boothby Award for outstanding research directed at the promotion of health and prevention of disease in professional airline pilots was presented to Jan H. Tillisch, M.D., by Don D. Flickinger, M.D., President, Aerospace Medical Association at its 34th annual meeting, held in Los Angeles in May 1963.

FACILITY CHIEFS ARE 'CAPTAINS OF THEIR SHIP'

"I'm sure other Air Traffic Facility Chiefs feel as I do. That I'm never really 'off-duty,' that I'm subject to call 24-hours-a-day, seven-days-a-week, 52-weeks a year. We recognize it as part of the job, part of our responsibility."

The above statement is not a verbatim quote from any individual, nor is it the product of a writer's imagination. It is, in fact, an accurate synthesis of remarks made by ATS Facility Chiefs in discussing their role in aviation, especially aviation safety.

What kind of men are they? Do they fit a pattern? Can they be picked out of a crowd?

If there is any one characteristic common to all it is their frequent use of the word *responsibility*. They use the word in a context that implies total responsibility, in the military sense, for everything that concerns their facility.

It would be next to impossible to sketch a word picture of what a Facility Chief looks like—they come in all shapes and sizes. Not all of them like baseball, backyard barbequeing or doing-it-themselves around the house—but many do. As a group they are just as likely as any other to split their ballot, read serious books, and improve on the length and weight of fish they caught.

On one point, however, all 673 Facility Chiefs are in close agreement—how their job should be done. The procedure would not vary in any noticeable degree at any of the 348 Flight Service Stations, 272 Towers, and 35 Centers plus 18 RAPCONS/RATCCS maintained by FAA. The concept of *total responsibility* would not permit it.

Superior technical knowledge, executive-caliber administrative ability, plus adequate authority to be the "boss," makes the mantle of total responsibility a comfortable garment. Achieving and expanding these qualities requires constant attention, not only to the facility itself, but to the full range of interests that impinge on the aviation community.

Regardless the wording of his job descriptions, his duties follow this general pattern: *"The Chief of an Air Traffic Service Facility is expected to know the operations of his facility thoroughly, visit the operating quarters frequently both during and at times other than normal business hours, and to be there whenever adverse conditions prevail, such as severe weather, unusual traffic, outages of essential components or aids, changeover of operating quarters, and under many other conditions that require the personal attention of the Chief."*

Quite an assignment, and all summed up in one sentence. It is a sentence that leaves no room for passing the buck—a Facility Chief could be excused if he were to fit himself into the quote made by Harry S. Truman when he described his role as President: "This is where the buck stops." In a real sense the Facility Chief is the "Captain of the Ship," personally responsible for all activities of the vessel and, without exception, is on the bridge whenever adverse conditions occur.

Fortunately, the FAA concept of decentralized authority *requires* that the Facility Chief be delegated the authority to command his operation as he deems necessary to insure safety. This includes the authority, *and duty*, to stop planned outages of equipment if these outages would interfere with the safety of his operation.

Air safety demands stringent policies. Nothing less will do. This is why the "Captain of the Ship" philosophy is quite a bit more than a catchy motto. A conscientious facility chief realizes that as "Captain," he should be on deck whenever severe weather or unusual conditions exist that could affect air safety. But the FAA realizes it is physically impossible for the Chief to be present 24 hours a day—the Agency respects his ability to use good judgment in deciding when, other than regular duty hours, he should be present; the decision is the Chief's to make, based on his personal evaluation of the existing situation.

That the system works is demonstrated by results. In the past decade the civil air fleet grew from 54,037 to 86,287 active aircraft. In 1952 some 24 million passengers used commercial airlines; in 1962 the figure increased to 60 million.

During the same period the Armed Forces re-equipped major tactical and strategic units with jet aircraft, many of them operating in the supersonic range. Jet aircraft entered the commercial air fleet inventory, with more to come, and the introduction of jet planes into business flying is now becoming a fact of life.

With the air traffic growing denser the major accident rate is steadily dropping. This is partly due to improved technology, better training of airmen and controllers—the dedicated service of the Facility Chiefs.

Leadership is something that starts at the top, with the "Captain of the Ship."

SRDS Experimentation Division Evaluates Two-Gun CRT Display

Two-gun charactron tube displays raw and processed video. Unique tube offers new possibilities.

The Boston Experimentation Branch of the SRDS Experimentation Division will evaluate the design and development of a two-gun charactron display (CRT) for presenting flight data and other information to an aircraft controller.

The two-gun CRT allows simultaneous presentation of raw video and processed video. Basic construction of the two gun tube consists of one gun being a charactron matrix type. The other, a standard electron type, is identical to the one in your home TV set. The charactron gun is driven by radar data processed by a computer with the necessary alphanumeric characters. The standard gun of the tube is driven by the same radar data in its raw form, or processed by a scan converter of the RBDE-5.

One inherent advantage of presenting both sources of data to the controller is that he would have a back-up capability. If the computer providing the data stopped, the controller would still have the raw radar data available to him. If the radar failed, the tube would display past processed data stored in the computer, plus extrapolated flight plans.

A second salient feature of such a device is the ability to insert map and background data into the standard gun along with the radar data. The equipment for doing this consists basically of a Vidicon camera and a set of photographic slides with such background data as maps, airways, and fixed locations. These maps are easily changed and have much better resolution and quality than those drawn by a computer.

A third advantage of the two-gun tube is its ability to provide radar data with a history when its standard gun is driven by an RBDE-5 type scan converter.

Evaluation of the two-gun tube for use as a suitable ATC display will be concerned with target resolution, target registration, the ability to locate alphanumerics, and legibility of display.

CSC REVEALS EXPENSIVE PATTERNS OF SICK LEAVE

A recent Civil Service Commission study of sick leave practices revealed a set of statistics which have provoked a number of questions.

The CSC's findings showed that active Government employees used an average of eight days of sick leave during 1961; that employees who left the Federal service used nearly three times as much sick leave in their last year of service as those who did not leave; that the youngest employees in low salary brackets who stayed in the Government service for short periods took higher-than-average sick leave; and that most sick leave absences were for short periods (nearly 73 percent were for one day or less).

On the basis of these facts, the CSC has asked the following questions:

(1) Do employees who intend to leave the Government use more leave in their last year of service?

(2) Does the fact that employees are entitled to use or be paid for annual leave, but not their sick leave, encourage the use of sick leave to cover some absences that would otherwise be charged to annual leave?

(3) Would there be as many short-term absences if there were no paid sick leave? If the absences were charged to an increased annual leave allowance?

(4) Does the desire to use accumulated sick leave balances account for the large number of applications filed for disability retirement by employees who could retire optionally with the same annuities and the same tax breaks?

(5) To what extent can administrative measures, e.g. analysis of leave records, warnings, requirements of doctors' certificates, etc., effectively control misuse of sick leave?

Sick leave is provided by the Leave Act to permit employees to remain in a pay status while absent from duty because of illness, injury, pregnancy, or to obtain required medical, dental or optical examination or treatment. It is also available to cover absences from duty when an employee has to care for a member of his immediate family who has a contagious disease, or when through exposure to a contagious disease an employee's presence on duty would jeopardize the health of other employees.

The use of sick leave for purposes other than those permitted under the Leave Act results in the payment of salary to which an employee is not entitled. The average projected cost to the Government was about $450 million (at the 1961 pay levels) for sick leave used by active employees during 1961. The total projected value of unused sick leave accumulated by employees was valued at over $4 billion. This sick leave study indicates that the average cost to FAA for separating employees using 19.5 days of sick leave was $512 per employee based on the 1961 pay rates. These figures would now be substantially higher under the current pay rates.

Supervisors are responsible for controlling the use of sick leave and for making sure that the circumstances of an absence justify their approving a request for sick leave. When appropriate, they should investigate the justification for absence on sick leave. Employees have a responsibility to use sick leave for the purposes intended by law.

Georgia Technician Unrattled By Dozing Rattlers

FAA's maintenance technicians are a hardy lot. Come hail or high water, they keep the navaids working on the 350,000-mile Federal Airways System.

Take the time the Savannah RAPCON blacked out about three o'clock on a crisp fall morning. A technician was dispatched to the remote control site.

This particular site, located in a stretch of Georgia marshland, has its engine generator about 100 yards away from the receiver.

When the switch at the gate didn't work the technician knew the stand-by generator had failed too, but anticipated no trouble—until his flashlight disclosed a colony of rattlesnakes calmly sleeping on the concrete walk running between the buildings. A lesser man might not have tackled the problem, but this technician could only think of those flight reports that weren't getting through.

Armed with a broom from the receiver site, he made his way cautiously along the walk, pushing the snakes off with the handle as he went.

After minutes that seemed hours he got into the building, adjusted the automatic transfer switches and heard the RAPCON begin the chatter.

On the way out, with the floodlights making it easy for him, he dealt with two rattlers he had missed on the way in. All in all, 23 had been snoozing.

Dallas Claims Highest Heliport Atop 42-Story Downtown Building

Dallas took the claim in June of having the world's highest heliport (above street level) when Helix Air Transports Inc. of Dallas started a chartered helicopter operation from atop the Southland Tower. The Southland Tower heliport is 552 feet above the street.

Southland Life Insurance Co. is owner of the 42-story building in downtown Dallas. Helix, which has been a charter helicopter operator for nine years, will keep a three-place Bell 47G at the heliport for daily charter and sightseeing trips and will maintain an office on the floor below.

A study of the air space requirements and facilities was made and the proposed operations approved for Helix by the Southwest Region in January.

Answer to Puzzle, Page 15

FEDERAL AVIATION AGENCY
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HEALTH FOR ALL

AVIATION MEDICAL SERVICE

ALLERGY

About one person in ten is allergic to something. An allergic person is one who is hypersensitive to one or more substances which are harmless to most people. Certain foods may bring out hives, pollen in the air may start hay fever, or face powder may cause an itching skin eruption. These substances which hurt allergic people are called allergens. The hundreds of possible allergens include certain foods, pollens, house dust, animal dander (bits of flaky skin or fur), feathers, cosmetics, bleaches, dyes, medicines, and even heat, cold and sunlight.

People vary in their reactions to allergens. For instance, a person who is allergic to eggs may be slightly upset by eating one as frequently as every day; another might become violently ill from the amount of egg he would get in a trace of mayonnaise dressing.

Heredity is believed to play a part in the development of allergic diseases. Although people do not inherit a specific disease such as hay fever, they do inherit the tendency to become sensitive to certain things.

It has been noted that at times an allergy to a certain food has made its first appearance following an occasion when that food has been eaten in excess. Too, it is known that worry and other forms of emotional stress have caused allergies to flare up. In some cases, the appearance of an allergic illness is due to disturbances inside the body rather than to outside irritants such as pollens. The sensitivity may be associated with bacterial infection, especially of the sinuses, nose, or throat. When such is the case, symptoms usually disappear after the infection has subsided.

Allergens can gain access to the body by being swallowed or inhaled, by coming in contact with the skin, or by injection (drugs and serums). The most common illnesses which these allergens cause are: hay fever, asthma, skin disease, and digestive disturbances.

PRIVATE PILOT THANKS HALABY

The Agency is interested in the personal problems of individuals, and no one knows this better than Edwin Zollinger, a sixty-six-year-old textile worker from West Mystic, Conn., who has logged over 240 flying hours.

When he was examined by an Aviation Medical Examiner two years ago, he admitted that he was under a doctor's care for glaucoma, an eye disease. Although Zollinger's personal physician noted that the disease was well controlled and with glasses his vision was fully correctible to 20/20, the Senior Regional Flight Surgeon, based on existing regulations, refused to issue a new medical certificate.

Zollinger reapplied, claiming that daily medications and frequent opthamological check-ups had preserved both his eye strength and vision. This time his case was reviewed by the Medical Review Board in Washington. In December 1962 the Panel, because of established evidence of glaucoma and the requirements of Part 67 of the Federal Aviation Regulations, decided that Zollinger could not be issued a medical certificate of any class.

The pilot petitioned the Administrator for exemption from the Regulations, pointing out again that the glaucoma was being carefully treated and watched, and that in the light of existing facts, he should be granted a third class medical certificate.

The Medical Advisory Panel redeliberated the case and recommended that the Administrator approve Zollinger's petition, subject to no night flying and medical reevaluations every twelve months. When Mr. Halaby approved the recommendation to re-issue his third-class medical certificate, a grateful Edwin Zollinger sent this letter to the Administrator:

"I don't mean to take more of your valuable time than I have already taken but, I simply can not accept your grant of my petition for exemption and not thank you for it. Believe me, it is greatly appreciated and I shall make every effort to fly safely so that you will never have to regret your fairness to me."

REGIONAL DIRECTOR LEAGUE SPEAKS OF MANAGEMENT—AND TODAY'S GOALS

To a great many people in the Southwest Region, the word "management" is a broad, vague term. Particularly in technical areas, personnel are inclined to think it does not necessarily apply to them. However, this is a mistaken idea because management and management techniques should be just as much a part of the everyday life on the job as the exercising of technical knowledge.

Most significant among the many categories of management is the proper use of manpower, monies and materials. After an explosive growth, the FAA is now leveling off in the availability of monies and manpower. This means that in the future every supervisor must look upon himself as a manager, one with a critical eye upon his own operations in respect to the utilization of his resources.

Everyone must continue to ask himself: "Is there a better way, a more economical way, or a more efficient way to do the job?"

During June the management analysts from all the Regions and the Washington office met in Fort Worth for their annual conference. Management analysis is a valuable tool in helping supervisors carry out their assigned responsibilities. Top echelon support and clearly defined guidelines must be made known to line management before management analysis can work effectively.

One of the hazards of management analysis is that practically all supervisors are convinced they are good managers and resentment is generally present when their management techniques and philosophies are questioned. Success is not assured either supervisor or analyst by his knowing the subject.

Regardless of the knowledge one possesses, it is of little or no value unless it is accepted. In fact, the man who is applying it must also be accepted.

Support and backing are necessary for an effective working of the management analysis team. An unbiased objective view, gathered from a standpoint of interest in the analyzed subject, is the goal. Analysis for the sake of analysis is not enough—it must be objective.

If management analysis is to contribute effectively, it must be constantly committed to serve the shifting, accelerating and sporadic needs of line management. Too often the staff divisions are in a state of confusion between "service" and "servitude." All divisions serve others in the Regional headquarters, and everyone, from top management on down, is in the business of providing "service," but this does not place anyone in the category of "servitude."

Management analysts attending the conference in Fort Worth. From left to right, sitting: Fred Thieberger, Washington; Hermann Bretsch, Washington; Cecil Goode, Bureau of Budget; C. P. Wolle, Washington; John Langer, Washington; and Al Vetere, Eastern Region. First row, standing: A. P. Kreticos, Southwest; S. J. Park, Southwest; John Willoughby, Aeronautical Center; Norman Hudson, Central; John Aronne, Eastern; Victor Gardiner, Southern; and Stanley Baldinger, Eastern. Back row: M. J. Whalen, Western; Walter Moon, Western; Stanley Erickson, Alaskan; C. F. Frazer, Southwest; and John Y. C. Mow, Pacific. Not shown: Arthur Waale, Don B. Rock, and Max Garchik, all of Washington. Meeting was called "most productive."

It is the needs of line management that define and dictate the ingredients of management analysis, but this does not mean "slavery." If management is to be analyzed realistically, the analyst must be informed; if management is to be effective, it must be pertinent to what is possible and practicable; and if analysis is to have vision, it must be based on the latest techniques and professional standards. Then it must have the capability of pioneering beyond the impirical and provable.

Management is not domination over people, but organizing them for effective action. Workshops, such as the one held here in June, are designed to formulate planning to assist line management and to face and resolve the realities of management. They contribute to the management analyst's capability of performing effective, informed and technically-improved staff service to line management.

Most people get satisfaction out of meeting challenges successfully. It is a principle of good management that people must not have their self-esteem injured by any action that will lower their status in relation to that of others.

Beyond all reasonable doubts, workers need to possess a philosophy of life within which their work is practicable and productive.

Common goals must be shared. Proper planning leads people to these goals by stimulating an aggressive and efficient team action that makes goals become realities. Lack of confidence and cooperation by either analyst or supervisor will lead to failure. Each must correlate his interpretations of the situation and bring them into focus within the big picture of operations.

"Is there a better way, a more economical way, or a more efficient way to do the job?" An understanding of "management" is giving us the answer—a definite "yes."

Archie W. League

Regional Director

TWO GET TOP FBA AWARDS IN FT. WORTH CEREMONY

Two FAA employees were recipients of awards at the Fort Worth Federal Business Association's annual awards ceremony this summer.

Receiving Certificate of Achievement Awards from the Association were Mrs. Enid Wooddy Malcolm, a GS-11 Project Analyst in the Airports Division, and Austin E. Sterling, a GS-11 Supervisory Electronics Maintenance Technician at the Fort Worth HUB.

U. S. Senator Ralph W. Yarborough made the principal presentation at the awards luncheon and spoke on the importance of dedicated federal employees.

A runner-up for the Career Girl of the Year Award, Mrs. Malcolm has been with the FAA and its predecessor agency since 1939. She is the Southwest Region's only airport project analyst and is reported to be the only woman in the United States holding such a position. In 1961 and 1962 she received outstanding performance ratings and in 1961 a SSP Award.

Also active in employee activities, she helped to organize the "Aeronautics," a club formed to promote self-improvement, recreational activities and welfare work by women employees. After 20 years of existence, the club was renamed the FAA Club and reorganized for both men and women.

Enid Malcolm and Austin E. Sterling proudly display their achievement certificates at awards luncheon held by the Fort Worth Federal Business Association.

Sterling was employed in the Systems Maintenance Division in 1948. A recipient of nearly $1000 in the incentive awards program during the past two years, he has also been given an outstanding performance rating and the Sustained Superior Performance Award.

In September 1962 he was awarded $500 for his suggestion, which later was adopted Agency-wide, in the incentive awards program and was also presented a Certificate of Commendation signed by the Administrator. Last year he received honorable mention in the Agency's economy campaign for his suggestion.

Engineer Serves As Aerospace Presentation Judge

A Southwest Region aerospace engineer, S. E. Nordyke of the Flight Standards Division, had a look at new possibilities in aerospace development when he joined three other engineers in May to judge a student competition and oral presentation by the Aerospace Engineering Vehicle Design Department of Texas A&M College.

Five papers were presented: two on moon space vehicles, two on short haul transport aircraft and one on a meteorological probe for gathering weather information. The two moon space vehicles were presented by five-man teams and the other projects by four-man teams.

After each oral presentation there was a brief discussion of the project by the students and the judges, with helpful suggestions being contributed by the judges. The Texas A&M faculty indicated this presentation was considered very helpful to the school and it would be continued.

Nordyke is an engineering service representative in the Engineering and Manufacturing Branch. His judging colleagues were M. M. Alexander, Engineering Department of Convair, Fort Worth; W. C. McMillin, Manager of Space Vehicle Engineering, Chance Vought Aircraft, Dallas; and Homer Dotts, Chief, Project Engineer, Apollo Spacecraft Project, NASA, Houston.

DEAN RUNNER-UP IN CHESS TILT

Even the best of men tire. ATCS Richard L. Dean of the New Orleans Center is no exception with his favorite game of chess.

New Orleans chess players take notice when the name of Dean is mentioned.

A short time ago Dean battled for top honors in the New Orleans Invitational Chess Tournament, but was out-maneuvered by his opponent into second place. Dean commented modestly: "Guess I was getting a little tired after nine hours of the game. You see, I was on the day watch before the games and was real busy all day."

Employees Should Study Brochure Before Filing For Benefit Claims

Employees should read again the brochure on the health plans under which they are covered. This is the advice of the Personnel Services Branch which warns that many employees are not claiming benefits to which they are entitled, especially those persons insured with the Service Benefit Plan.

Benefits under the plan are divided into three categories: basic, supplemental, and maternity. The hospital or physician will file the claim for basic and maternity benefits, but the employee must file the claim for supplemental benefits. This is done by completing the Supplemental Benefit Claim Form and attaching itemized bills for all covered services and supplies.

Itemized bills must contain a description of services or supplies, the date received and charge for them, name of the patient who is the recipient, and the name of the person or organization providing them. Bills for special nursing service must show the professional status of the nurse (such as R.N.) and prescription drugs must list the prescription numbers for each drug.

After a person has met the deductible for supplemental benefits, he is entitled to a reimbursement of 75 or 80 percent, depending on his option, of certain medical costs. These expenses include the following:

Visits to physician's office.

Physician calls made to the home of the subscriber.

Prescription drugs and medicines used outside a hospital.

X-ray and diagnostic laboratory procedures in the out-patient department of hospitals or in a physician's office.

Blood and plasma.

Local professional ambulance service.

Rental of wheelchair and other durable equipment.

Services of special nurses.

Orthopedic braces, crutches and prosthetic appliances, including their replacement, repair, or adjustment.

Services of a qualified professional physical therapist.

Diagnostic examinations, including X-ray, laboratory, basal metabolism, etc.

Radiation therapy, etc.

It is important that all bills for covered services and supplies be retained. As soon as these costs exceed the deductible during a period of 12 consecutive months, the insured person may and should file a claim for supplemental benefits.

ACCURATE JOB DESCRIPTION IS KEY TO PAY LEVEL

How many employees have looked over their position descriptions lately? While a PD may not be as interesting as the Sunday funnies, it is one of the most important employment documents. For one thing, it is the best assurance of receiving equal pay for equal work.

Supervisors have a serious responsibility to keep the descriptions of positions under their jurisdiction up to date. PDs should be reviewed and revised if necessary whenever there have been important organizational changes or reapportionment of tasks within an organization.

Whenever duties are significantly changed, a supervisor is responsible for revising the PD accordingly. An employee should discuss his PD with a supervisor whenever he feels it is no longer providing an accurate picture of his duties and responsibilities.

Aside from assuring fair compensation to employees, the PD is useful to supervisors and managers in a variety of ways. They use the PD to record the assignment of specific tasks to specific employees. They also find them helpful in pinpointing overlaps, duplications and illogical work flow.

Accurate descriptions, when reviewed collectively for an entire organization, tell managers many things besides who does what. They reveal, for example, important data on such matters as supervisory ratios and the cost and effectiveness of management practices.

Physiology of Flight Indoctrination

Lt. Col. Leonard D. McLin, Commander of the 3640th USAF Hospital, explains the use of oxygen equipment to Capt. George E. Pendergrass, Chief of FAA Technical Services Branch (left), and Dr. Robert L. Cohn, Southwest Region Assistant Flight Surgeon. The two participated in a special physiological seminar conducted at Laredo Air Force Base to indoctrinate Aviation Medical Examiners in Texas and New Mexico on what pilots experience in flight. Subjects included night flights, effects of decompression, environment at high altitudes, and night vision. As part of the course, the group experienced simulated flight to an altitude of 29,000 feet and rapid decompression at that altitude. Two medical examiners from Mexico also participated in the seminar.

Finding Old Penny Starts Series Of Luck For Midland Controller

When someone said long ago that finding a penny brings good luck, he must have had ATCS Paul Seymore of the Midland FSS in mind. His finding a penny started a chain of good fortune.

To start with, even the penny was worth $16 in numismatic circles. It was an Indian head, and Seymore found it in Buchanan Lake near Austin. The spot where he found it is usually covered by 20 feet of water but had been drained by workmen.

The following day the postman brought the second part of his good fortune. It was a settlement amounting to several hundred dollars for an accident claim that had been pending for a long time.

It is also said that events happen in series of threes, and that is how Seymore's fortune ran. The third day he was notified he was the winner of the KMID-TV "Favorite Phrase" contest. He had correctly identified the favorite phrases of six television stars in the contest sponsored by the Midland television station and the Mexico Tourist Service.

Seymore picked up his prize—a seven-day, all expense paid tour of Mexico for four, plus transportation by a chartered plane furnished by the West Texas Flying Service. He and his wife, accompanied by Mr. and Mrs. M. E. Woods of Midland, left May 26 for the Mexico vacation of which three days were spent in Mexico City and four in Acapulco.

Technical Society Selects Curry To Head Group for 1963-4 Term

R. J. Curry, Chief, Manufacturing Inspection Section, Flight Standards Division, has been elected chairman of the Society for Nondestructive Testing, North Texas Section. He will serve for the 1963-64 term.

The Society is a technical organization composed of designers, engineers, and technicians who work with nondestructive inspection equipment such as x-ray, isotope, ultra-sonics, eddy current, infra-red, laser wave, magnetics and induction, and many other inspection tools and techniques to determine the acceptability of materials by examining them inside and out without destroying their usefulness as a part.

The North Texas Section is made up of leading quality control and testing specialists from most of the major industries in Dallas and Fort Worth and the Texas area north of San Antonio.

At right General Harold W. Grant discusses model of Albuquerque Center with (left to right) Lt. Gov. Mack Easley; Edward L. Jory, vice President of the Albuquerque National Bank; Archie Westfall, Chairman of Albuquerque City Commission; and Caswell V. Forrest, President of the Albuquerque Chamber of Commerce. Below: Gen. Grant is flanked by Archie W. League (left), Assistant Administrator, and L. E. Anderson, Center Chief, upon his arrival in Albuquerque in the FAA's new JetStar.

Crowds gathered early for the dedication ceremony held in hot New Mexico sun.

Albuquerque Center Dedication Draws Large Crowd

Trans-Texas Airlines hostesses watch controllers. Hostesses from Trans-Texas, TWA, Frontier and Continental Airlines served as receptionists.

An estimated 6000 persons visited the Albuquerque Air Route Traffic Control Center June 9 for the dedication and open house of the new $5 million facility. Young and old were impressed by what they saw.

Notables of city, state and national government played important parts in the dedication ceremonies. Governor Jack M. Campbell of New Mexico and Chairman Archie Westfall of the Albuquerque City Commission welcomed visitors to the city and state. Congressman Joseph M. Montoya and U. S. Senator Edwin L. Mechem made principal addresses.

Main speaker for the ceremonies was Lt. Gen. Harold W. Grant, FAA's Deputy Administrator. Archie W. League, Southwest Region's Assistant Administrator, spoke briefly.

A highlight for Gen. Grant and other visiting FAA personnel was a pre-dedication breakfast on 10,678-foot Sandia Crest in the Cibola National Forest, the highest radio peripheral site in the Southwest Region. The breakfast was sponsored by the Albuquerque FAA personnel.

Small fry (top) get a good view from lofty perch and find it beats walking in the crowd of people on hand. For the youngsters (left) it was a day of learning the science of air traffic control.

Women Welcome in "Man's World"

Ability and ambition to get ahead are the only necessary ingredients to success. This was the summation by the career FAA women who occupy top administrative positions in the Southwest Region as reported in the June issue of FAA HORIZONS.

There are 28 women in the Southwest Region who hold positions at the GS-9 level or higher. The June report was made in response to the new Civil Service regulations which no longer restrict positions to "men only" and "women only." The first report covered women employees assigned to the Regional headquarters and the Fort Worth area. This article deals with the women Air Traffic Control Specialists, several of whom are considered to be working in a "man's world" in small facilities.

All but two of the 14 women specialists started in air traffic work during World War II when women filled the gaps left by men in military service. The two postwar hirings were women who did similar work in the military. An aviation background or a college degree was the general requirement for women controllers when the World War II group was employed. These qualifications are in evidence today with eight college degrees and six pilot ratings held by the women.

Eva Walk, Flight Data Supervisor at the San Antonio Center, started her air traffic control work in the Air Force during World War II and then worked as a control tower operator for the City of San Antonio until coming to the CAA in 1950. She says, "I have found very little difficulty in working with men in a field which is commonly considered a 'man's world.' Doing the job to the best of your ability seems to be all that is required to retain the respect of your fellow employees."

This is echoed by another Flight Data Supervisor at the Center, Grace Kerr, who has just completed 20 years of air traffic control work in San Antonio. In 1960 the two women received the first two Sustained Superior Performance Awards ever given in San Antonio. The pair was cited for the establishment of the Flight Data Section.

"At first there was a little resentment to women in air traffic control, but it soon disappeared when we proved to be an asset to the organization," comments Bernice Sandifer, Flight Data Supervisor at the Fort Worth Center. Bernice was the second woman employed for air traffic control in the old CAA Second Region and has been the only woman control specialist in the Center since 1947. Her knowledge of air traffic control work qualified her to write the Manual of Procedures for the Fort Worth Center flight data positions.

Celeste Gilley, who spent 13 years as a classroom teacher before becoming a specialist in 1942, believes the men with whom she has worked should be recognized for their consideration and helpfulness. Since assuming a flight data supervisory position, first in the El Paso Center and then Albuquerque Center, she has had the fullest cooperation and teamwork from the men. She reports that criticisms and complaints made under stress of the job are only temporary and are immediately forgotten, and resentment ignored is usually cleared up in a short time.

On occasions Naomi Simmons has been acting chief of the Alice FSS for periods of from two weeks to a month. She considers this acting appointment as a compliment from her chief. In her 13 years in the "man's field" at the Alice station, she says she has found no expressed opposition to her position—in contrast, the men have been cooperative and helpful.

Nola Markle "happily accepted" the environment of a busy small station when she was transferred from Denver to Tucumcari FSS. She says she learned early that the opposite sex is also human, and she applies the Golden Rule in all her work.

The same sentiment is expressed by Sara Barnard of the Mineral Wells FSS. "I never had any uneasiness at assuming greater responsibilities," she says, in urging that women be given more responsibility. Formerly a worker in Regional Mail and Files, she transferred to air traffic control when the field opened for women in 1942. Her first assignment was at the El Paso Center where she says, "The chief controller at that time had no feeling at all against women controllers, if they could control traffic."

Ola M. McDonald prefers the sunshine and tower work at Santa Fe where she is an air traffic control specialist. Often left in charge of the facility, she says she has not been bothered by responsibility, but rather by lack of it. With wide experiences in aviation as a WASP in World War II and as a captain in the Air Force Reserve, she has demonstrated her abilities as acting chief on three different occasions when the chief was assigned to other duties.

The last woman employed as an air traffic specialist is Lee Waller of the Fort Worth FSS. "Actually, I never give too much thought to the fact I'm the only woman in the airways operations capacity because in communications work and flying in the service I've always been closely associated with men. I ask for no special favors and have always tried to do more than the job description calls for."

This too seems to be the sentiments of the other specialists, Doris Weller of the Dallas FSS, Dorothy Saulsberry of the Albuquerque FSS, Arlene Davis of the Amarillo FSS, and Doris Shreve of the El Paso FSS. None express any regret for their choice of fields for a career and all are proud of playing a part in the growth of aviation.

Compliments from the flying public are more numerous than those of their co-workers, but they know the public is from where the praise must come if their positions are to rank equally with others.

Hazel McKendrick of the Dallas FSS could be considered the spokesman for all women specialists. She says, "I have always considered any added responsibility as a challenge, not only to men, but to women in general. Any time a woman, in any field, can accept a more important assignment and do a good job, it reflects favorably on all career women and makes it increasingly easier to step up. In a field that is predominately male, the challenge is even greater."

Bernice Sandifer (above), Flight Data Supervisor at the Fort Worth Center has been the lone woman control specialist at the Center since 1947. Lee Waller (below), Ft. Worth FSS, asks no favors, does more than job requires.

Ola M. McDonald (above), prefers the outdoors and sunshine of the Santa Fe Tower and does not feel burdened by added responsibility, Hazel McKendrick (standing, below), considers her added responsibilities a personal challenge.

Grace Kerr, one of two women flight data supervisors at San Antonio to receive the first Sustained Superior Performance Award presented in SA FAA Facilities.

OLD LOW FREQUENCY FACILITY CLOSED AT MONROE AFTER 23 YEARS OF USE

Monroe's old low frequency radio range station, the communications work horse at Selman Field, was decommissioned in May. Shutting down this station came after 23 years and four days of service to the Louisiana flying public.

The low frequency station, established in 1940, served during World War II as Monroe's only air navigation and voice communication facility when Selman Field was one of the Army's largest and busiest air navigation training bases.

When Area Coordinator Jack Hover "pulled the switch" to silence the old beam, FAA's new omni-directional facility had been in operation for some time.

Decommissioning of the station leaves nine low frequency radio range air navigational facilities in operation in the Southwest Region. They are located at Little Rock and Stuttgart, Arkansas; Alexandria and Shreveport, Louisiana; Columbus, Las Vegas and Roswell, N.M.; Gage, Okla.; and Lubbock, Texas.

These low frequency range facilities now number less than their forerunner, the beacon lights. There are still 12 of these lights in operation in the Southwest Region, mostly in the mountainous country of New Mexico.

Monroe FSS Chief J. Hover pulls switch to silence the old low frequency beam as SMS Chief R. Griffith and Airport Manager H. Hargrove finish the countdown.

The low frequency range was the first type of radio navigation aid by which a pilot could navigate point to point along four aural courses. A beam was projected along a traveled course and became the first radio directional device.

The first low frequency beams became operational in 1930-31, and facilities were installed eventually throughout the country by the CAA. However, pilots were restricted to the four courses, and radio use was limited by static caused by various elements of weather—thunderstorms, a hot, dry and dusty atmosphere and, often, just clear air. The range was usually restricted to about 50 miles for maximum efficiency, and good performance depended on the power of the station, frequency of the range and the weather.

Omni-directional radio ranges utilize a very high frequency beam which is interference-free unless it is in close proximity with another facility on the same frequency. Pilots can select an indefinite number of courses throughout the 360 degrees to navigate on a straight course instead of being limited to four provided by the older system.

Southwest Region installed the first VOR in Tulsa in 1948. The Region now has approximately 264 radio navigational facilities and 283 navigation aids, including ILS approach lights. All types of facilities and aids in the Southwest Region total 852, including military.

TWO AREA COORDINATORS HAVE LONG FAA SERVICE

W. H. Plummer, Tulsa

C. S. Brown, Amarillo

Charles S. Brown, Chief Controller at the Amarillo Tower since 1944, is the area coordinator for Amarillo. In addition to the Tower, the FAA maintains a Flight Service Station and a Systems Maintenance Field Office. The SMS provides services on the SABH, ILS, RCAG 1 and 2, ALSAF, UHF/DF, ASR-4, remote transmitters and receivers and the VOR/TACAN.

A native of Los Angeles, California, Brown became a controller in Seattle, Washington, January 1, 1942. He served in Boise, Idaho, as the assistant controller and in Shreveport as chief controller before the Amarillo assignment.

Brown has been a private pilot since 1936. He attended Compton Junior College in California and Centenary College in Shreveport.

Walter H. Plummer has been chief of the Tulsa Tower since 1957, which has been his only duty station. He entered federal service in 1942 as an assistant controller and was watch supervisor for two years before becoming tower chief and area coordinator.

A native of Ada, Oklahoma, Plummer attended East Central State College and became a pilot in 1940 through the Civilian Pilot Program. He now holds a private pilot's license with instrument rating.

In addition to the Tower, the FAA maintains a Flight Service Station, Systems Maintenance Field Office and a Systems Maintenance District Office at Tulsa. Facilities include the L/F Homer, VOR-TAC, two remote VHF/UHF transmitter and receiver sites and control station for three VHF omni-ranges.

Albuquerque Inspector's Son Wins NASA Sponsored Fellowship

A bit of aviation that rubbed off Frank W. Cazier on his son has sprouted and grown far beyond the general aviation activities of the father. Cazier, operations inspector at the Albuquerque GADO, can talk with pride about his 21-year-old son, Frank, who may be working someday on space projects.

Young Frank, a June aeronautical engineering graduate of the University of Colorado, has accepted a three-year fellowship offered by NASA at Purdue University. He will continue his education there this fall.

Attending the University of Colorado on a Western Electric scholarship, Frank was named the University's "Outstanding Senior Engineer" for 1962-63. During his first year of study there, he received a freshman chemistry award.

A member of the U. S. Army ROTC, Frank was designated Distinguished Military Graduate at the ROTC awards ceremony prior to graduation. He received an award for maintaining a high academic average in his military and university courses. Upon graduation he was commissioned in the Army Reserve.

WESTERN REGION ROUNDUP

A Message from Joseph H. Tippets

The FAA public service has properly been identified as a "System." The Administrator has captured the completeness of our effort in the use of the phrase, "airspace utilization system." In these meaningful words, one can quickly see that all who have "airspace" requirements must be considered in the management of the system. Those who fly in the space and those who live under the flight paths are equally considered when operational decisions involving safety are made.

Our "system" includes such fundamental parts as rules, procedures and ground systems. Each of these elements are inseparably connected with the other. Their relationship varies with the particular problem, but in the overall considerations, air commerce insofar as the FAA is concerned is directly effected by these functions of the Agency. Here, then, one can see that all-out skills, professions and actions are truly an "airspace system" in a very real sense. The rules and regulations, the air traffic control procedures, and the ground facilities together provide the basis for orderly movement of air vehicles, military and civil. Separately they are incomplete and could not fulfill the FAA mission. So it is with our personnel—separate skills could not of themselves fulfill a "complete service." In the context of the FAA organization, all professions and skills are required to fulfill the Agency's mission.

Thus FAA, through rules, procedures, ground systems and personnel, is able to operate a "system" for airspace users.

Joseph H Tippets

• **KUDOS—D. E. SLONECKER** of the FSS at Burley, Idaho, for extremely capable handling of an aircraft emergency . . . A/1C TOM MASON of the Castle Air Force Base Public Information Office for an outstanding article on RAPCON-Oakland Center Air Traffic Control operations . . . MRS. INEZ TWA, FAA employe at Grand Junction, Colo., for receiving the nomination for the Grand Junction Chamber "Federal Employe of the Year" award . . . E. H. BECKER, chief of Phoenix SMDO 3, for outstanding efforts in connection with a Federal Safety Council program in Phoenix . . . RUSSELL L. MILLER, SMS chief at Mullan, Idaho, for suggesting an improved design for equipment . . . PAUL H. GOEDERT who recently marked his twentieth year as chief of the Denver center, believed to be a CAA/FAA record for continuous duty in one supervisory position at one location . . . WILSON GILLIS, supervising inspector for the Spokane GADO, who was recently named chief of staff of the Washington State Air National Guard.

• **IN THIS ISSUE**—Since the FAA employs 101 persons in the Las Vegas area, we found 101 reasons why we should go there to bring you a report on that community. . . The Antique Fly-In at Merced is getting bigger each year, so we felt we should let you in on the FAA role there . . . We have BOB STOCKTON of the Airports Division to thank for a very fine story on Tahoe's airport . . . ED JOHNSON and BUZZ BOSONE so impressed us with the work they did on the FAA-Weather Bureau Fly-in Seminar there recently that we interviewed them to find out how it was done with so little fuss. . . .

• **IN THE PUBLIC EYE—KEN SHAKE,** new chief of the Bryce Canyon FSS was such an outstanding citizen of Prescott, Ariz. where he was a watch supervisor that the papers carried laudatory writeups on him when the transfer was announced. BILL NIXON, columnist for the Arizona Republic, referred to Shake as "a person who makes better people of his friends." Shake has served as a volunteer fireman and taught hundreds of Prescott youngsters how to swim. He is a charter member of the Prescott Press Club. . . . MRS. LORETTA ALLEN, administrative assistant at Longmont, Colo., recently was featured in a complimentary article in that community's newspaper. The article traces Mrs. Allen's 25-year career with FAA, relating how she became a pilot while a young CAA secretary, then became a controller. The column on Mrs. Allen was by BETTY HUNT, Longmont columnist. . . .

• **SCATTER**—The chief of the Tucson Station advises they are "doing a land-office business" in the private pilot written examinations they are giving. The program of giving the examinations at the station has been accepted with enthusiasm, especially by fixed base operators, since it permits students to appear for examination at their convenience rather than depend on a semi-monthly or scheduled visit by GADO personnel . . . BILL FLENER, assistant chief of ATD's operations branch is being congratulated on his selection for the ten-month Command and Staff School, USAF Air War College at Maxwell AFB, effective Aug. 5, 1963 . . . HORIZONS welcomes suggestions and comments. Those of you who have same, don't hesitate to send them; address memos to WE-5 or give us a call. We are trying to give you a better magazine each month. . . .

FAAP'S At Tahoe, Too

Only a few years ago, Lake Tahoe was a quiet, lazy summer vacationland in the Sierra Nevada Mountains. Then things began to happen. Swank entertainment spots began to sprout on the high lake's south shore, just across the California-Nevada border. National attention was focused on the area by the 1960 Olympic Winter Games at nearby Squaw Valley, giving impetus to the area's growth.

With the Tahoe boom came an increasing need for better airport facilities. The Federal Aid to Airports Program helped bring to reality this urgently-needed airport development.

Initial construction consisted of a single paved runway 5,900 feet in length and a hundred feet wide with a parallel taxiway and apron. Since then, the runway has been extended to 8,540 feet, including a 2,040-foot displaced threshold on the south end.

The airport opened on Aug. 1, 1959. A formal three-day dedication celebration was held from September 11 to 13.

Speaking for the El Dorado County Board of Supervisors, Ray Chism called the airport "one of the best contributions to general aviation in many years." He pointed out that the airport was one of the first in the state to be planned, engineered, and constructed entirely in accordance with the National Airport Plan.

To date, there have been seven FAAP projects at Lake Tahoe Airport, totaling $739,970. Another project, for $85,288, has been included in the 1963 FAAP allocation. It will be used to extend a parallel taxiway and construct a fire and rescue equipment building. Additional future planning calls for widening the runway to 150 feet and the taxiways to 75 feet. Terminal facilities will also be expanded.

Currently, 26 aircraft are based at Lake Tahoe Airport. Total operations exceed 25,000 annually. Numerous charter flights from the San Francisco Bay area and Los Angeles utilize the airport. Planes touching down at Lake Tahoe range from DC-3's to 81-passenger Constellations.

Lake Tahoe Airport is only one of several in the Western Region serving, primarily, a recreational area. Others in this category include Seaside Airport in Oregon and the Aspen-Pitkin County Airport in Colorado.

HORIZONS Visits: Las Vegas

Las Vegas tower is brand new. Shown on duty are (l. to r.) David Clarke, Thomas Jones, and Edward Renfro, controllers; and Lawrence Fortier, Watch Supervisor.

As far back as the 16th century when the Old Spanish Trail was established between Santa Fe and the California missions, the natural springs and meadows of Las Vegas were known to pioneers. In 1844, Captain John Fremont wrote of "a camping ground called Las Vegas." The name means "the Meadows" in Spanish.

In 1855, Brigham Young sent 30 young men to Las Vegas from Great Salt Lake with instructions to "build a fort to protect immigrants and mail from Indians, and teach the latter how to farm."

Up to 20 years ago, Las Vegas could barely muster 8,000 residents, give or take a few coyotes. Today, it is the center of a mushrooming metropolitan area of almost 200,000 and has been growing at seven times the national rate.

Tourism is the key to the city's phenomenal growth. Last year, more than 12,000,000 visitors came to Las Vegas, leaving behind about $400,000,000.

Although it is true that Las Vegas is a town of gaudy gambling halls and garish night clubs, it has many less-publicized attractions such as fine residential sections, churches, schools and parks.

These latter aspects make Las Vegas a fine place to live for the 101 FAA employes in the city and their families.

The airport traffic control tower at Las Vegas handles approach control for McCarran Field and Nellis AFB and is staffed by 32 employes under tower chief Ralph R. (Pete) Petersen. The new tower, on the east side of the airport, was commissioned on March 13, 1963.

Systems Maintenance Sector 9 at Las Vegas is headed by E. F. (Fred) Stuhff, who has 15 on his staff. The sector maintains 4 VORTACs, 3 RCAG sites, 2 "H" facilities, the tower, Flight Service Station, and several lighted aids.

Carl E. Townsend heads Systems Maintenance Sector 143 at Las Vegas. This sector, which has a staff of 20, is responsible for maintaining the joint-use radar at Angles Peak 50 miles northwest of the city. This radar is jointly used by FAA (Los Angeles Center), NASA and SAGE. The sector also maintains a RCAG site and four microwave repeater stations in a chain of eight covering a distance of about 170 miles.

John H. (Jack) Welch heads a staff of 11 in Systems Maintenance District Office No. 20. This district office supervises several sectors located in Arizona, Utah, Nevada, and California.

The Las Vegas Flight Service Station, headed by William M. (Bill) Sourk, employs 23 persons. In addition to a large volume of civil flight plan traffic, the FSS also handles flight plan traffic for Nellis AFB and Indian Springs AFB. McCarran Field ranks number one nationally in number of VFR flight plans filed at airports with an associated FSS. The Las Vegas FSS ranks eighth nationally with respect to total VFR flight plans originated and seventh with respect to VFR aircraft contacted.

The heavy volume of VFR operations at Las Vegas bears a direct relationship to U. S. Weather Bureau figures which show that the area enjoys sunshine about 94 per cent of the daylight hours throughout the year.

(This is another in a series on distinctive Regional communities where FAA employes and their families are situated.)

Las Vegas has numerous spas like this and likes to call itself the "fabulous" city. (Photo Courtesy Las Vegas News Bureau.)

Merely a portion of the 1,000 planes that converged on Merced for the Antique Fly-in

OUT OF THE PAST THEY FLEW

(with a boost from the FAA)

One by one they touched down, rolling back the years as they came. Out of the past they flew, these planes of the 20s and 30s. Travelairs, Standards, Fairchilds, Wacos, Stearmans —bringing with them the sweep of uncrowded skies, the sputter of aviation's infancy.

They began to arrive shortly after dawn on Friday, these aerial relics. With Merced's Sixth Annual Antique Fly-in still a day away, the planes multiplied in row after row across the vast display pavilion. By Saturday evening, more than a thousand were arrayed in neat echelons, 200 of them of the antique or home-built variety. More than 22,000 aviation fans swarmed through this forest of wings, ancient and new, before the two-day event was history.

The days of helmet and goggles and the old Lafayette Escadrille were evoked by the proud parade. Pete Bowers flew down from Seattle with a 1912 Curtiss Pusher. A Sopwith "Pup," straight from the Old RAF, and a Nieuport were brought in from Columbia, California by Joe Pfeifer. When these two were joined in the air by Major James Appleby's 1915 Fokker Eindecker, E-1, it wasn't too hard to imagine a 1916 dawn patrol over the lines.

Veteran pilots and newcomers to aviation's ranks vied for Merced's honors. All the top trophies were captured by a 1928 American Eagle powered by an OXX-6, restored and flown to the meet by Captain W. T. Homan of Los Angeles, a Western Air Lines pilot. John Tymczyszyn, 16, won the award for being the youngest pilot present. John brought in a 1930 Buhl "Bull Pup" to garner the honor won by his brother, Joe, 19, in each of the preceding two years. John and Joe are the sons of Joseph J. Tymczyszyn, well-known FAA aerospace engineer and pilot.

Officially participating in the show were members of the Antique Airplane Association, and Experimental Aircraft Association. Hundreds of private pilots flew in.

Highlights of the show included wing-walking, parachute jumps, aerobatics by such teams as Clyde Parsons and Bud Fountain flying a Great Lakes and a 450 Stearman, and fly-bys of hundreds of aircraft.

The FAA—an organization not half so ancient as many of the planes on display—helped "keep 'em flying" at Merced. FAA's portable control tower was mounted on a heavy-duty truck. It was manned by J. B. Whalen and Art Perry of Fresno, Bill O'Connor of Stockton, and Arthur Cazarus, FAA resident ATS specialist from Castle Air Force Base, who also served as FAA's show coordinator.

John Zentner, supervising inspector from the Fresno GADO, was present to provide safety surveillance.

Andy Guerrero and Winston Gosser, Flight Service Specialists from Fresno, processed a heavy volume of traffic in a short space of time, particularly on Sunday when 600 airplanes cleared out of the field.

Departure of the planes set in motion a new cycle of preparation and planning by the sponsors, the Merced Pilots Association, the Junior Chamber of Commerce, and the City of Merced.

They were looking to the time a year hence when the old "flying machines" and their modern counterparts would be back in Merced again.

FAA tower manned by J. Whelan, A. Perry, Fresno and W. O'Connor, Stockton

Trophy-winning antique flown by owner W. A. Captain W. T. Homan, Los Angeles.

Chutist Ralph Wiggins making a "drag-off" the wing of Travelair at Merced show.

John Tymczyszyn, 16, in 1930 Buhl "Bull Pup" was the youngest pilot at meet.

Merced crowd and aerial view on opposite page were taken from an old Davis Monoplane owned by Joe Pfiefer, Columbia, Calif.

Joseph H. Tippets, Seminar speaker, (left) greeted by Frank Hearns, President, Tehama County Aviation Assn. (white shirt). Others were Ed Johnson, and Robert Bosone, (center). Hasford Palmer, Flight Service Section, (right) also attended. FAA Flight Inspection DC-3 (photo, right,) was brought to Red Bluff for tours.

How To Plan a Pilot Seminar

What is the key to a successful pilot seminar? FAA personnel who recently helped arrange the well-attended FAA-Weather Bureau Seminar at Red Bluff, Calif., would sum up the answer in one word: planning.

"We worked closely with the Aviation Committee of the Red Bluff Chamber of Commerce on all phases," said Ed Johnson, chief of the Red Bluff FSS. He was assisted by Robert (Buzz) Bosone, chief of the Red Bluff SMS.

Their task was simplified by the fact that the president of the Red Bluff Chamber of Commerce—Dr. William S. Gaines—is a pilot and helped generate community support and enthusiasm for the seminar.

Johnson and Bosone put forth the following eight general tips for others who might wish to plan similar events:

1. Coordinate closely with the sponsoring community group.

2. Gear your program to the basic interests of pilots.

At Red Bluff, pilots reported they were most interested in such topics as aviation medicine, accidents, lost aircraft procedures, traffic control, omni, services provided by Flight Service Stations, communications, radio frequencies, aircraft maintenance, flight safety, and navigation.

3. Select speakers with extensive background in their respective fields and participate personally if possible.

Both Johnson and Bosone took part as seminar speakers at Red Bluff. Others on the program included Mr. Tippets, who spoke on "FAA and the Private Pilot"; Dr. Philip Kaplin, Western Region Flight Surgeon, whose subject was "Medical Aspects of Private Flying"; H. C. Harris, of the Sacramento GADO, who spoke on "Accidents and their Causes"; and Gerald R. Weeks, senior controller at the San Francisco tower, who talked on "Operations in the Vicinity of a Control Tower."

4. Don't neglect weather aspects of flying.

At Red Bluff, the seminar was arranged to provide one day for FAA speakers and the following day for the Weather Bureau panel.

5. Publicity is vital. In this instance, the Chamber of Commerce ably handled the publicity effort.

Newspaper, radio, and television coverage was arranged. More than 1,000 posters and programs on the seminar were sent to airports and Flight Service Stations in Arizona, Nevada, Washington, Oregon, and California. FSS chiefs were asked to display the posters near their briefing counters.

6. Plan the seminar so that it does not conflict with other major public-attendance events in nearby communities.

More than 100 pilots attended the Red Bluff seminar even though it was "competing" with a county fair at Chico and a rodeo at Redding. Greater attendance probably would have been achieved had the other events not been on the same day.

7. Obtain the pilots' reactions to the program as a guide for future planning.

At Red Bluff, the FAA issued mimeographed sheets containing the following questions: Would you like this type of seminar to become an annual affair? What aspect did you find of particular value to you? What subjects were not covered that should have been? What subjects were overemphasized or of least value to you? On what subjects would you like more information? Other suggestions? The illuminating answers are providing a very useful guide at Red Bluff. Incidentally, a typical pilot comment was this: "The seminar held my interest the entire meeting. I would like more of them."

8. Don't forget the social side.

The Red Bluff Chamber of Commerce, sponsors of the seminar, arranged a no-host reception and dinner followed by aviation movies supplied by FAA. An informal FAA panel discussion followed in an atmosphere of informality, making it easier for pilots to ask questions and discuss problems.

PERSONNEL PIPELINE

Recognition for Super-Duper Performance

We quite often hear remarks which make it only too obvious that there is some confusion on "O" or Outstanding Ratings as contrasted with SSP or Sustained Superior Performance. Often the terms are used interchangeably. The picture becomes more refreshing but perhaps more confusing by the introduction of "Quality Increases."

An Outstanding Rating results from a supervisor's evaluation of an employee under the Performance Rating Act. An "O" Rating must be justified in writing by the supervisor and must be based on an evaluation of the person's performance in relation to the established performance standards. *An "O" Rating by itself carries no cash award.*

The Sustained Superior Performance (SSP) is a cash award based on meritorious performance of assigned duties. The SSP can be based on an "O" Rating. However, as happens quite often, it can be based on performance which, when reviewed by the supervisor, does not warrant an "O" Rating, but the person's discharge of his duties merits special consideration.

The *Quality* Increase was recently introduced as a part of the Salary Reform Act of 1962. The standard recently established in the Administrator's Order OA 3450.1A provides that the person must have substantially exceeded the standards for his job, and in addition, such performance by the employee was considered superior to other employees performing a similar type of work. Quality Increases take the form of a within-grade salary step and generally represent a generous outlay of money.

To recap, an "O" Rating is given to identify meritorious performance. Cash recognition of this performance requires action by the supervisory officials. Currently, this can be an SSP (a lump sum amount), a Quality Increase (within-grade step) or a Special Act or Service (if this be proper).

What About Your Future? Your Career?

These are a couple of catchy questions that concern all of us and generate considerable thinking. Let's do some thinking now!

FAA has become increasingly conscious of some deficiency in aiding its employees concerning the development of their careers. The Career Planning Program which has been talked about considerably is now warming up for take-off. Ellis Woody, formerly head of the Executive School, was recently named to head the function in Washington and he has been bolstered by three seasoned Personnel people, Herb Dixon, Ethel Cohen and Larry Bott. Woody has visited all of the continental Regions to explain their plans and they are ambitious. Look for action during FY 64 and in high gear by FY 65.

The program is geared to marshal more knowledge and more accurate information about all FAA employees and envisions the use of electronic processing equipment to aid in storing this information. Regardless of all the fancy equipment, however, the process will include (1) what our career interests happen to be, and (2) how our supervisors assess our potential for more responsible assignments. The program affects the executive layer now, but as it gets steam, it will gradually encompass all.

Testing! Testing!

At press time, the Personnel and Training Division is experimenting with a slightly different concept of management. Martin Bazik, formerly a Placement Officer in the Regional P&T Office, recently returned to FAA and has been assigned as a Personnel Management Specialist in the San Francisco-Oakland Bay Area. Mr. Bazik will provide support advice and service to employees and supervisors in the Northern California area on personnel management matters. The need for this function has long been recognized and is certainly consistent with the Agency's expressed objective to decentralize personnel operations to the lowest practicable level.

A Gem to Retire on

As time goes on we all approach that period when we think about *retiring*. As we dwell on it, however, we invite your attention to the following gem:

It is a paradox of our generation that a young man of 25 will ask about retirement benefits during an employment interview. The same man at 45 still dreams about his retirement day 15-20 years hence. But when he reaches 60-65, and his long sought dream is about to be fulfilled, he is likely to want to turn back the clock and stay on the job.

"AIR FORCE ONE" IS PRE-DEDICATION VISITOR

A few days before formal dedication of the FAA District Offices and Hangar (rear), President Kennedy's plane arrived at the Hangar for servicing. The President's West Coast trip preceded the Hangar dedication by about a week.

COMPLIANCE AND SECURITY TRACES LOST PERSONS

Looking for someone? If you need to locate a person in connection with official FAA proceedings, you may have overlooked the possibility that the Western Region's Compliance and Security Division can be of real service to you.

The division is equipped to trace "missing" individuals and has done so in numerous cases. Requests for this service have originated in the Aviation Medical Division, office of the Regional Counsel, and other Western Region offices. However, field offices can also avail themselves of this service by contacting the Compliance and Security Division through channels.

A typical case in which locator service was provided was that involving an aircraft accident near Gordon Wells, Calif., late in 1961. The pilot abandoned his plane and failed to file an accident report with the CAB. Efforts to locate him after the incident were fruitless.

The Regional Counsel requested an investigation. This was conducted by James M. Yohe, Assistant Chief of the Compliance and Security Division, who was able to furnish the Counsel not only with the pilot's address but with pertinent details on his background and activities. The investigation resulted in revocation of the pilot's certificate.

"We hope those in need of this important service will avail themselves of it at any time," said James V. Nielsen, chief of the Compliance and Security Division, Western Region.

YANKEE "SI"—MEXICO "NO"

Vernal E. Jones recently reported a "save" at the Douglas FSS which rivals, in a small way, the exploit of "Wrong-Way Corrigan."

A student pilot bound from Tucson to Douglas was unable to determine his position because he had overshot Douglas and had flown 50 miles into Mexico.

"He was oriented and returned to the Bisbee-Douglas International Airport where a safe landing was made," Jones reported. "The pilot had no indication that he had entered into Mexico."

Washington and the RO were represented at the dedication of new FAA offices in San Francisco, near International Airport. (See artist's sketch.) Ribbon-cutters are, from right, Joseph H. Tippets, Peter Caporale, I & M Service, Washington, and Tom Dowling, vice area coordinator, San Francisco. Also present were Harvey Wendorf, I & M Service, Washington, A. E. Horning and Ray Anderson, I & M.

George "Mac" McCamley Retires; Was Western Region Audit Chief

George E. McCamley, better known to his many friends as "Mac," gave up his office so he could spend his retirement days in Palm Springs, after he and his wife complete their tour around the world. He headed the Western Region's Auditing Division.

Born in Lincoln, Neb., he had dreams of living in California. So, when he reached 18, he headed for Southern California. His government service started in March, 1927, as a messenger and he studied accounting evenings.

In February, 1942, he joined the old 6th Region of CAA in Santa Monica as an accountant. He served the Agency for 21 years, with a break, from 1944 to 1945 when he was in the Army.

Little Girl Safely Back at Home Thanks to Sky Hunt by FAA Man

Recently a parent called Roger Speakman, ATCS at Arcata and told him his little girl, 4, was missing. The Arcata, Calif. Sheriff's Office was engaged in the search, but the girl's father thought an aerial hunt might help.

Speakman took off in his plane immediately, and after flying for about 30 minutes located the little girl on a sand spit at the mouth of a river about a mile from her home.

Speakman continued to circle the area until sheriff's deputies arrived on the scene. When they arrived, they found the little girl had become tired while playing in the area and fallen asleep.

Lawrence H. Payne, chief of the FSS at Arcata commented: "The little girl was returned to her home, unaware of the excitement she had caused."

CENTRAL REGION NEWS

SELF-APPRAISAL IS KEY....

In his address to the Central Region Air Traffic Facility Chiefs at Kansas City in June, Mr. D. D. Thomas, Deputy Administrator for Programs, stressed the fact that constant self-appraisal was one of the primary principles of "enlightened" management. This month I would like to reflect on this principle as it applies to all employees, especially to those in a supervisory position.

Self-appraisal is good for the individual, even though it may seem a bit harsh to the ego in some instances. Nevertheless, what little introspection we can accomplish each day as we seek to find answers to our questions can sometimes do wonders to that ego and to the job at hand.

As employees, we should learn to ask ourselves daily if we have earnestly tried to perform our duties to the best of our abilities. Did we place our job above personal desires during the day past? Did we give our supervisor and our employer a good measure for the day's pay? Was it the best we had to offer? If we can answer these questions in the affirmative we have made a good beginning.

Supervisors should ask themselves additional questions. Was I fair in my treatment of my subordinates at all times during this day? Did I delegate the proper responsibility in handing down that last assignment? Do I keep my employees well informed about the matters at hand? Do my employees reciprocate by keeping me well informed? Or do they tell me only part of what they feel I should know? How well is the overall job being performed under my supervision? Only when a supervisor can give himself satisfactory answers to these questions can he take proper satisfaction in his job.

A number of things can occur to transform a good employee into an indolent one who performs his job with no real regard for the outcome. These are self evident when we review the questions set forth above, not periodically, but each day.

Constant self-appraisal is the key to success. Or in the words of Mr. Thomas, the key to "enlightened" management. When each of us can face ourselves honestly and without fear of contradiction and say that on this day we gave our very best . . . then we will have the foundation upon which "enlightened" management is built.

J. M. Beardslee

Regional Director

BEARDSLEE, SENATOR MANSFIELD SPEAK AT WEST YELLOWSTONE DEDICATION

On June 2, 1963, a ground breaking ceremony was held at the site of the new West Yellowstone Airport at West Yellowstone, Montana. Director, John M. Beardslee, and District Airport Engineer, W. R. Pearson, represented the FAA. Mr. Beardslee gave the opening address. Senator Mike Mansfield of Montana also was a speaker on the program.

The occasion culminated many years of effort to provide an airport near the west entrance to Yellowstone National Park which would be suitable for air carrier and general aviation usage. Western Airlines has a permanent CAB Certificate for seasonal air carrier operations at West Yellowstone. Due to the limitation of the present airport, however, air carrier service was discontinued in 1948 when Western Airlines started using the Convair 240 on this segment of their route.

West Yellowstone Airport is unique in many ways. As indicated by the name, the airport is near the entrance to the Yellowstone National Park, which is the largest of all national parks. The airport is at an elevation of 6640 feet above sea level necessitating an 8400 foot runway to accommodate a Lockheed Electra, which the airline proposes to use. The airport will also have a parallel taxiway, holding aprons, terminal apron for air carrier and general aviation usage, together with medium intensity runway and taxiway lighting, and ramp lighting. This portion of the development will be financed by funds appropriated by the U. S. Department of Interior Park Service and matching Federal Aid Airport Program Funds from the FAA.

In addition a terminal building will be constructed and as this is ineligible under the Federal Aid Airport Program, it will be financed entirely by Park Service Funds administered by the FAA.

William B. Boucher Honored by Nebraska Society of Professional Engineers

William B. Boucher, Central Region's District Airport Engineer, at Lincoln, Nebraska, on May 4, 1963, was awarded a Certificate for Outstanding Service, by the Nebraska Society of Professional Engineers, "for untiring efforts on behalf of the engineering profession and unselfish service to this Society and his fellow engineers."

Boucher began his Government career with the Civil Aeronautics Administration in 1947, and since 1948 has been District Airport Engineer (FAA) for the States of Iowa, Nebraska and South Dakota.

He was active in forming the Southeast Chapter of the Nebraska Society of Professional Engineers, and served as its first president. He has been active in the State Society committee work—the most significant being Chairman of the Joint Committee on Professional Practices. Besides being a registered professional engineer, he holds memberships in the National and State Societies of Professional Engineers, the Naval Reserve Association, Military Engineers, and American Association of Airport Executives, and is in "Who's Who in the Midwest."

(L) F. D. Hall, Senior VP and Systems General Manager, TWA, and (r) D. D. Thomas, Ass't. Admin. for Programs, spoke at the annual meeting.

AIR TRAFFIC CHIEFS HEAR HALL, THOMAS

The annual Central Region Traffic Facility Chiefs' Conference was held at Kansas City June 17-21. Facility Chiefs, Air Traffic Supervisors, Resident Air Traffic Specialists and others from throughout the twelve-state region gathered for a week of intensive study and work relative to their facilities.

During the week two main speakers addressed the group. On Monday morning Floyd D. Hall, Senior Vice President and Systems General Manager for Trans World Airlines in New York, presented a candid constructive discussion of the agency and how it effects the airlines of today. Hall expressed concern regarding the high cost of radio and navigational equipment required by the FAA to operate according to its regulations and added that this cost, in addition to what the airlines pay to the Federal government for the use of these facilities, is a big "price tag."

Guest speaker at the annual banquet held June 19 was David D. Thomas, Assistant Administrator for Programs. Thomas emphasized the need for constant self-appraisal as one of the primary principles of enlightened management. "We should ask ourselves where we have been, where we are, and where we are going . . . We must be able to adapt to technical advances and new methods . . . You have responsibility 24 hours a day, seven days a week, 365 days a year." Thomas likened the facility chiefs to the captain of a ship who must sleep on the bridge when the ship is in action on the seas.

Highlight of the noon luncheon was a demonstration by Mr. Harry Loren of Loren Originals who presented an interesting exercise in floral arrangement using the new plastic flowers. The arrangement was given as the "door prize" to lucky winner Joan Delear, secretary to Ed Basel. Elsie Kriske looks on.

Wives of Regional office air traffic personnel played hostess to visiting wives for the week long event. Seated behind the receptionist's table from left —Marge Colburn, Elsie Kriske, Billie Lybarger, Virginia Drakenburg. Standing from left—Gwen Ziegler, Betty Davison, Dorothy Brown, Dorothy Smith.

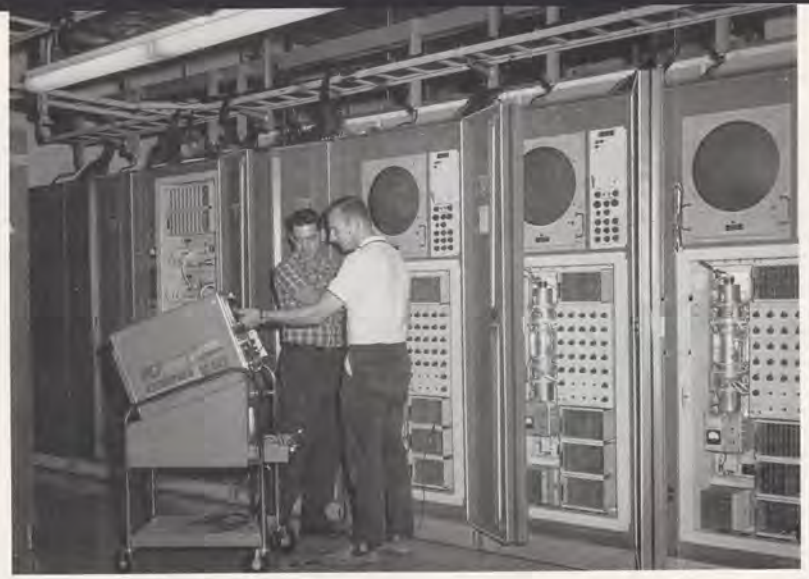
R. O. Ziegler, left, presented more than a dozen awards for special recognition to facility chiefs from all over the region at the annual banquet. Here John Wubbolding, Chief, Indianapolis ARTC Center accepts the award for the center for outstanding participation in the field of training foreign national students in Air Traffic procedures. More than 430 students were trained at Indianapolis during FY-63.

R. H. Barstow, Chief, Detroit FSS, received a Certificate of Retirement from J. M. Beardslee, Regional ass't. administrator, at the annual Facility Chiefs Banquet, June 19th. Left to right are: R. O. Ziegler, Ass't. Chief, AT Division; Director Beardslee; Retiree Barstow; David D. Thomas, Washington; and G. W. Kriske, Chief of the AT Division.

This photo shows the wives assembled for their group photo at a noon luncheon following their appearance at a television show. Below, Mrs. Elsie Kriske provided the musical interlude at the banquet held June 19th for the Air Traffic Facility Chiefs in conference at Kansas City.

Lt. Joe Adelman of the Kansas City police department portrayed the waiter who did everything wrong including putting his necktie in the coffee cup. Spoons flew by the trayful when the "waiter" collided with a waitress in front of the room.

Fred Thalacker studies plan of new installation project. (r) Harold Beebe and Harry Linnenburger tune up a scan converter for use in bright tube display.



Beebe, Johnson and Howard putting the finishing touches on the St. Louis high altitude sector. Below: Richard Brammer (l) and Arthur Shoemaker tune up radar microwave link which transmits data from St. Louis to the KC Center.

Cecil Howard (l) and Harry Johnson, Electronics Installation Technicians, work at frame in the communications equipment room.

CAREFUL PLANNING IS I&M KEYNOTE

Few persons outside the Installation and Materiel Division realize the magnitude or the all-encompassing aspects of the jobs carried out by division personnel.

Outstanding among these functions are those directly involved with the establishment and major modification of facilities. Established in the fall of 1962, this Division, along with its counterparts in the other regions, has primary responsibility for establishment and original certification of the systems that comprise our national airways.

Many of the functions related to this work, being highly technical and quite involved in detail, are little known to most employees outside the Division. Though it is common knowledge when the field personnel of the Plant and Electronic Engineering Branches arrive at a facility that major changes are about to occur, the months and sometimes years of preparation that precede the start of the physical esablishment are not always realized.

The many considerations required for establishing facilities combine to form a complex operation. Minute planning is required far in advance of the time the "key" is actually turned to place another facility in operation. Detail after detail must be planned, coordinated, and approved. Precise start and completion dates must be established for each phase of the operation, and once the decision to proceed has been reached, each much proceed on schedule. A slip in any area could have a far reaching effect on the operation of other divisions and on the service our agency provides the flying public.

Once commissioned, the facilities provided by the Installation and Materiel Division are maintained by the Systems Maintenance Division and operated by the Air Traffic Division. Since additional facilities or changes in existing facilities make it necessary for these divisions to revise such major items as manpower staffing, logistic support, and operational procedures, it is required that close coordination with them is maintained at all times.

Close coordination must also be maintained with local and state aeronautical authorities, with military aviation and with others who provide navigational and air/ground communications service. It must be assured that the future and present planning of all groups, no matter how slight their involvement might be, is compatible with the I and M mission to provide the best possible facilities.

The relocation of the Kansas City Air Route Traffic Control Center to Olathe, Kansas, typifies the close coordination and detailed planning involved in establishment work.

This project was assigned to the Region in FY '59, at which time, the Bureau of Budget set aside an allocation of funds to cover the necessary expenses. Upon assignment, program meetings were called to set a tentative commissioning date and to set dates for completion of the various other phases of the project that would lead to eventual commissioning of the facility. During the preliminary meetings, these starting and completion dates were merely an educated guess based on expected equipment availability, normal contracting and construction time, availability of essential commercial systems, projected manpower availability, projosed specifications for plant and electronic systems and other items of this nature.

As the weeks passed, however, answers began to pour in for many of the questions raised in the preliminary meetings and a definite plan began to emerge. The guesses were replaced by realistic estimates and approval was granted to proceed as planned.

A location for this facility was selected near the outskirts of Olathe, Kansas, approximately 25 miles from the old ARTCC location. The land and necessary right of ways were approved.

The building plans and specifications were compiled and invitations to bid for the construction contract were advertised. This contract for approximately one and one-half million dollars was awarded with construction time to span a period slightly in excess of one year.

From this point on to completion there could be few detours and no back-sliding. There was now too much at stake. Delays could not be taken lightly. The Systems Maintenance and Air Traffic Divisions had based their planning on the I and M schedule. This involved the relocation of nearly 400 employees of those Divisions plus a schedule to train each of them in the new and in some instances untried systems. Dozens of contracts for items other than the building construction were firmly scheduled. Over two and one-half million dollars worth of plant and electronic equipment were idle awaiting installation.

Another consideration of primary importance was the planning of the city of Olathe to absorb this new influx of people into their community.

During this initial construction phase, the office personnel in the Plant and Electronic Engineering Branches were busily engaged in designing and connecting on paper the plant and electronic systems to be used. More than 10,000 man hours were required to prepare these engineering details. The drawings as finalized numbered in the hundreds and the time required for drafting and reproduction of these alone exceeded 800 man hours.

The nature of this establishment required that great portions of the communication capabilities be connected through commercial telephone facilities. For this purpose arrangements were made with the Southwestern Bell Telephone Company to provide and maintain a Type 300 telephone switching system. This system, a story in itself, was provided at an initial cost of approximately $750,000. In addition to the basic 300 switching system, more than 300 orders were placed by the commercial systems staff for telephone, interphone, and radio capabilities to outlying facilities.

To make the FAA and telephone systems compatible, designs of a unique nature were demanded from the engineering personnel of both organizations. Especially difficult to adapt was the incorporation of a separate air/ground communications system not reliant on operation of the Type 300 switching system.

The relocation of this facility required re-routing the paths for the three microwave links supplying radar information. This entailed among other things path surveys, frequency changes and construction contracts. In addition, the radar information desired at the new facility required the design of modifications to the microwave link and radar indicating systems.

Constantly in the minds of all personnel associated with the relocations of this facility was the basic requirement that all functions be transferred from the old ARTCC in a minimum of time and with no loss in service to the users.

SYSTEMS MAINTENANCE DIVISION IS REORGANIZED

E. J. Thomas, Chief, P&T discusses method used to record selections of Systems Maintenance employees and other applicants for positions set up under new organization of SMD. Left to right: N. J. Barritt; Thomas; W.C. Sharp; J.A. Hargrave; Dorothy J. Mann.

Making selections from promotion panels set up on a district basis are (clockwise from left) Dean F. Stallson, James T. O'Brien, Nelson F. Barritt, Norman Amundsen, E. J. Thomas, Ralph Bugg, LeRoy R. McCarthy, and D. R. Begley. Standing, rear, is H. Phalp.

The reorganization of the entire field structure of the Systems Maintenance Division in June meant days of diligent, soul-searching work for many supervisory personnel in both the Systems Maintenance Division and the Personnel and Training Division.

The reason for "Operation Best-Qualified" was to provide a more efficient field organization in line with the Agency's "lean and clean" concept. In making the changes the former 14 Systems Maintenance Districts were reduced to nine and, in keeping with the new Civil Service classification standards, many of the former Systems Maintenance Sectors lost their identity and became sub-sectors under the remaining sector offices.

All in all, a total of 624 promotional announcements covering 1122 positions were advertised under the Merit Promotion Plan to cover the positions created by the new structure. Because many employees desired consideration for more than one job, a total of 8134 expressions of interest were received.

Employees requesting consideration at grades GS-14 and GS-15 were given a special evaluation and were ranked under prescribed formulas. A rating panel was set up in the region to effect this ranking.

A selection panel consisting of Nelson F. Barritt, Chief, Systems Maintenance Division; E. J. Thomas, Chief, Personnel and Training Division; and Warren C. Sharp, Assistant Chief, Systems Maintenance Division was appointed by Assistant Administrator J. M. Beardslee to recommend candidates for the GS-14 and GS-15 positions. The District Supervisors were then brought into the regional office to participate in the selection of personnel for the remaining District positions and to select the new sector chiefs.

In this latter selection process special arrangements were made in a large conference room so that representatives of each district were seated at a table together with the promotion panels for that district. Employee promotion appraisals and personnel folders were immediately available in the same room for use in evaluating all applicants. Analyses were made with emphasis on the need to pick the best qualified candidate in order to maintain the high standards of the agency.

Personnel technicians were available to counsel and advise the selecting officials regarding the qualifications of the individual, the legality of the selection under the promotion plan, and other technical personnel aspects.

In their opening remarks prior to the beginning of the selection process, both Barritt and Thomas emphasized that the selections made at this point would determine the future relative strength or weakness of the Systems Maintenance field organization.

All selections were completed by June 18, 1963, with most of the promotions and reassignments becoming effective June 23. Those which could not be effected at the time due to the Whitten time requirements will be accomplished as soon as possible.

In commenting on the entire project as he approved the District and Sector Chief selections, Mr. Beardslee stated that "it would have been impossible to meet the tight deadlines prescribed for the completion of this project without the excellent teamwork displayed by both the Personnel and Training Division and the Systems Maintenance Division. The attitude of all concerned was one of 'getting the job done.'"

Proper Filing of Claim Can Save Time, Money, and Mental Anguish

Because of the large number of employees in the Federal Aviation Agency who perform jobs that could be classified in some respects as hazardous, we should all know the regulations concerning the filing of claim forms in the event of an accident resulting in personnel injury.

The preparation of Form CA-1 for each injury incurred by employees in the Central Region has been a "pet project" of the Occupational Safety Officer. Here is a decision that was handed down by the Board of Appeals in the Bureau of Employees' Compensation Department of Labor.

If you become injured on the job, read carefully the form you sign.

In a recent decision, the Board of Appeals in the Bureau of Employees' Compensation, Department of Labor, ruled that a Federal employee who had been injured on the job was not eligible to receive compensation even though he had filled out an agency medical record of injury and treatment form.

The law requires that in order to become eligible for compensation after an on-the-job injury, the employee must:

1. Report the injury to his employing agency, giving date and details, and
2. Give notice that he intends to file a claim for compensation, even though he does not think at the time that his injury will result in unemployment.

Chances are, your agency uses BEC form CA-1 or a similar agency form which covers both points; make sure.

Donald W. Updike, strengthened his position as number one man in SMDO # 5, Minneapolis, when he received an Outstanding Performance Rating from J. M. Beardslee, Regional Director. Looking on is Systems Maintenance Chief Nelson F. Barritt.

TOWER RADAR IS REMOTED TO TERMINAL LOBBY

Radar displays, shown above and below, were exhibited for public viewers in the lobby of Weir-Cook Airport.

A new approach to public contact was introduced at Indianapolis in May when an estimated one-half million persons converged on the city for the famous 500-Mile Memorial Day Race.

The idea of presenting a radar display for public viewing was originated by an Air Traffic Control Specialist in the Indianapolis tower. Through the cooperation and assistance of radar maintenance technicians from SMS-39, the "live" display was installed in the main lobby of the terminal building at Weir-Cook Municipal Airport.

The display consisted of two 21 inch bright-tube scan conversion monitors, placed 90 degrees to each other showing a 40-mile radius of the Indianapolis Airport. On the face of each monitor small tags identified the towns and cities.

A small sign describing the display was printed by the Hamilton Advertising Company, Inc., who donated the space in the terminal building for the display.

Jackson Club Takes Fledglings on First Flight

Pre-tour briefing of Jackson (Mich.) Engineers Club, included film shown by Area Coordinator Blakely.

A tour of FAA air traffic facilities at Detroit's Willow Run and Metropolitan Airports was made by 52 members of the Jackson (Michigan) Engineers Club on May 18, 1963.

Arranged by Edwin Forward, Tour Program Chairman of the club in cooperation with Guy Blakely, Area Coordinator in Jackson and Harley Shotliff, Detroit Area Coordinator, the members of the tour flew from Jackson to Detroit via North Central Airlines. For 35% of the participants the trip was their first venture in the realm of flight.

The trip was arranged to foster and encourage interest in aviation in the Jackson area and to build interest and view the FAA facilities for those participants more closely involved in aviation. The fact that the tour was oversold helps to justify the fact that it accomplished its intended purpose.

The DC-3 used by the airlines made only two trips with a full load of 26 aboard each time. The 21 persons who could not make the trip were given a tour of the FAA facilities at the Jackson Airport.

Illinois Governor Is Introduced To FAA Amateur Radio Network

Viewing the FAA Central Region Employee Amateur Radio Call Book are Gov. Otto Kerner of Illinois and Civil Defense Officials. (l. to r.) First row: Gov. Kerner, D. M. Vance and Wilbur Sprague. Back row: (l. to r.) Calvin Matise, and William R. Hughes.

At a meeting of the Illinois Governor's Council for Civil Defense Planning held May 15, Governor Otto Kerner had the purposes of FAA's Amateur Radio Network explained to him by Wilbur Sprague, Central Region Civil Defense Planning Officer.

A radio "ham" himself at one time, the governor expressed great interest in the Network. He was presented with a copy of the Call Book which lists all FAA employees belonging to the group.

These men will man their stations in the event of an emergency resulting in the loss of other communications.

Clerks from Central Region GADO's: Seated—Judith Bowlsby, Rapid City, S.D.; Hazel Fox, Milwaukee, Wisconsin; Helen C. Leighow, Regional Office; Margaret S. Kelly, Springfield, Illinois; Hazel L. Smith, Ypsilanti, Mich. First Row: Vivian I. Nystrom, Fargo, N.D.; Donna Ward, Indianapolis, Ind.; Cleopatra L. Nemer, Minneapolis, Minn.; Marjorie J. Rolle, Billings, Montana; Ila N. Taylor, Des Moines, Iowa; Queene Snider, Wichita, Kansas; Louise A. Scameheorn, South Bend, Ind.; Second Row: Elsie F. Childs, Helena, Montana; M. Elena Jones, St. Louis; Gertrude DeRuiter, Grand Rapids, Mich.; Marie S. Brooks, Lincoln, Neb.; Barbara A. Noe, Kansas City, Kansas; Joan K. Regelbrugge, West Chicago, Ill.

B-58 CONVAIR "HUSTLER," fastest bomber on the USAF list. At Bunker Hill, FAA men were briefed on its operation at sub-sonic and supersonic altitudes.

Regional Air Personnel Get KC-135 Ride

A familiarization visit in May by fourteen Air Traffic employees of the Central Region was highlighted by a briefing and flight in a KC-135 jet tanker of the 305th Bomb Wing, Bunker Hill AFB, Indiana.

Representatives of the Regional Office and several of the Air Route Traffic Control Centers and others spent two days as guests of the Air Force viewing the operations of the B-58 Wing in relation to its operational effect on the various phases of air traffic control.

The men were given the opportunity to view the B-58 "Hustler," the fastest bomber in the USAF inventory, and to view the B-58 and KC-135 flight simulators. A detailed explanation of the bomber was given by the pilots in charge of the tour and each person was given the chance to sit in each of the various crew compartments to look over the controls and equipment. A simulator is available for each position of the B-58 with the capability of integrating all positions for a simulated mission. This practice enables the crew to accomplish the normal training requirements without leaving the ground.

During the briefing the men witnessed a scheduled mission prepare for the day's flight. The limitations of the Hustler's radio gear, required number of radio contacts, and various problems of the aircraft at sub-sonic and supersonic altitudes and airspeeds were stressed by the Project Officer Major Thomas Imler. The FAA personnel were given the opportunity to ask questions during the general discussion period that followed the briefing.

Afterwards the men were outfitted in flying suits and helmets in preparation for the KC-135 flight. Their flight was scheduled to refuel TB-58 and B-47 type aircraft. Two aircraft were used for the familiarization flight with seven men aboard each of the tankers. During the refueling portion of the flight, space was available alongside the boom operator so FAA personnel could witness the hookup, refueling and breakaway of the receiving aircraft. The cockpit was also "open" to the men so that they could observe from that position if they desired.

The participants were enthusiastic in their comments concerning the two-day event and stated that the visit was successful in every way. It was felt that those who participated from both FAA and USAF now have a better understanding of each other's objectives and problems after having the opportunity to discuss these areas first hand.

Regional air traffic control types on two-day familiarization tour of Bunker Hill AFB, flew in tanker aircraft to observe in-flight refueling operations. Kneeling, from left: 1/Lt. R. V. Brack; Merrill Smith, FAA; J. R. White (AF); R. W. Wolfer, FAA; Lt. Col. A. J. Abad. Standing: Col. F. L. O'Brien, Staff Sgt. W. R. Shaeffer; Capt. R. H. Drews; K. W. Hollinger, J. Walker, George Campbell, FAA; Capt. L. Hubert; C. Ackerman, FAA, and Col. J. E. Gueydan.

Members of the second aircraft crew and guests who watched the KC-135 refuel TB-58 and B-47 type aircraft. Kneeling from left: L. R. Nedrow, Sid Rose, Ernest Grob and Ray Belanger, all FAA. Standing: R. C. Walch, FAA; Col. Frank L. O'Brien, Commander 305th Bomb Wing, USAF; Capt. Adam C. Smith and 1/Lt. Robert E. Green; Jack Wubolding, Jack Richards, FAA; Captain Kenneth L. Walter and Col. James E. Gueydan, Deputy Commander for Operations.

AC GROUP MAKES WEEK-END FLIGHT TO OLD MEXICO

Thirty-two (count 'em) Aero Center people ready to board their plane for a week-end in Mexico.

A plane load of Aeronautical Center employees enjoyed a week-end "South of the Border" vacation in June, on a special trip guided by Don Brooksher of the FAA Academy.

The tourists left Oklahoma City on Friday and were entertained that evening at a cocktail party at the downtown Mexico City home of the head of the Mexico Tourist Agency. The group was entertained by a band of Mexican troubadors.

The next day the FAA group formed a party for an all-day tour which included: the Museum of the ancient Tolteca civilization; the President's Palace; the National Cathedral of Mexico City (oldest Mexican cathedral); Imperial Hall, which was the palace of Maximilian and Charlotte; the Shrine of Santa Maria de Guadalupe; and the Pyramids to the Sun and Moon, constructed by the Toltecas.

That evening the party broke up into smaller groups, saw the bright lights of Mexico City, and learned that Saturday night is fun night the world over.

On Sunday the tourists were on their own. One large segment visited the Ballet Folklorica de Mexico at the Mexico City Palace of Fine Arts. This Ballet is one of the Great Artist Series attractions scheduled by the Oklahoma City Symphony Association for the 1963-64 Season.

Other groups visited the University of Mexico, Floating Gardens of Xochimilce, The Thieves Market, and the Bull Fights.

Food was another adventure—Mexican, Danish, French, Chinese, German, English, Italian and Oklahoman dishes.

Among week-enders who enjoyed flight to Mexico were Center Defense Readiness Officer and Mrs. Bill Bond.

Do you know where you work? After a five-second peek can you pinpoint your worksite in this photo of the Aeronautical Center? View looks west.

'Corky' Koch Rolls 558 for $25, Trophy, 'Bowler of Year' Crown

Aline "Corky" Koch, CARI secretary, was recently named "Woman Bowler of the Year" at Norman.

Corky was top lady bowler when she rolled a qualifying 558 series, with a high game of 186. She came back in the championship match with a 499 series to win $25.00 and an attractive trophy.

Center Golfers Sweep Six Classes In Wholesale Win at Trosper Park

Aeronautical Center golfers were in action recently, with winners named in six different divisions. Winners and runners up:

Championship Flight: John Willoughby and Richard Maynard. A Flight: Joyn Russel and Derly Gutierrez. B Flight: Paul Dykes and Chester Longman. C Flight: Billy Dotson and Jim Herndon. D. Flight: Joe Robinson and Robert E. Lee. E Flight: - Ruble Carner and Dick Rosebrook.

Mary Jo Barton and Ken Sublett polish trophies given to Aeronautical Center linksmen for June events.

ACADEMY MAN APPOINTED TO DIRECT ICAO CENTER

Grover Fulkerson, former Chief, En Route/Flight Service Training Branch of the FAA Academy, is now serving as Director, Regional ICAO Training Center at Cairo, Egypt.

Fulkerson, a 21-year veteran with FAA, left the Center May 24 for his new assignment, where he will be responsible for the multi-million dollar Training Center at Cairo. The Center is being founded jointly by the United Nations Special Fund and the United Arab Republic. It is located at Embaba Airport, just outside Cairo, and is the newest and most modern in the Middle East.

Training is conducted in seven major aviation areas and the Center is equipped with the latest training aids including operational ILS, VOR, and ASR-4 Radar. Complete facilities are available at the Center for housing and support of students.

Fulkerson has had two tours of duty with the Academy.

His first tour was 1950-51, when he was an instructor in Air Traffic Control.

He returned to the Academy in June, 1961. In his most recent position, as Branch Chief in the Air Traffic Training Division, Fulkerson had a major role in introducing radar into the Air Traffic laboratory, as well as the initiation of two special courses for international students, one in terminal planning and the second in radar. He also made an important contribution to the National Aviation Systems Course, the Flip-Flop Course for related industry representatives last summer, and other special courses.

In the ten-year span of 1951 to 1961, Fulkerson held various positions in the Western Region, as well as serving as Civil Aviation Advisor to Saudi Arabia.

Robert L. Sicard, Chief, Aircraft Services Base, recently presented Certificates and cash awards for Sustained Superior Performance to: (l. to r.) First row, Grace A. Kernaghan, Melba J. Crowley, Vonnie W. Duncan, Agnes E. Simmons, Carolyn K. Wallace. Second row: Teresa Pruitt, Virginia L. Russell, Ruth I. LeFevre, Eugenia M. Olsen. Third row: Charles E. Carter, Devere A. Olson, John Mensik, Will A. McGibbon, Charles L. Miles. Fourth row: Gary E. Wullenwarber, James H. Burnett, Edmund J. Grewe, Raymon J. McMinn. Fifth row: Sicard. Supervisors pictured are: L. E. Delahay, C. W. VonRosenberg, Clyde Daniels, Ken Sala, Beryl Green and Virgil Watkins. Not pictured but who received awards were: Norman Hodkinson, and Robert E. Morse.

BIG PICNIC PLANNED FOR AERO CENTER EMPLOYEES

The annual picnic, sponsored by the FAA Aeronautical Center Employees Association, has been scheduled for Sept. 7 at Springlake Park.

"This is going to be the finest picnic we have ever had," Jane Fanning, committee chairman said.

Tickets for the affair will be sold in advance at the Aero Center. The tickets will include a special meal, catered by Glen's Hik'ry Inn, and, for a three-hour period, all rides in the Springlake area will be reserved for the FAA picknickers.

The park will be closed to the general public during this time.

A special drawing will be held for a major prize, and a number of other prizes will also be given away.

Lemonade will be given to the youngsters and cold beverages will be available at a nominal charge for the adults.

All FAA employees and their families may take advantage of the picnic, free rides and entertainment, but only paid-up Employee Association members at the picnic are eligible for the drawing.

ASB Electronics Teams Set Up a Shop in Germany

An electronic team from the Aircraft Services Base at the Aeronautical Center recently completed a tour of duty in Frankfurt, Germany, in support of joint FAA-Military operations.

Carl Thompson and Harold Thomas were sent on loan to Flight Inspection and Procedures Division to set up an electronic maintenance shop for the T-29 stationed there.

There are two Center teams involved in the project. Soon after arriving in Germany, they moved the existing shop from Lufthansa hangar to Rhine-Main Air Base and had it in operation for the arrival of the T-29 from the Center. The inspections were completed on schedule.

Jerry Verdin and Marvel Borth replaced the first team and now are continuing the maintenance of the aircraft.

C. O. Thompson, Chief of the Avionic Equipment Overhaul Branch, presented Howard E. Davis with some going-away presents upon his retirement recently. With them is Mrs. Davis. Davis joined the CAA at Ft. Worth in 1957 and came to Oklahoma City the same year. Also honored at the party was Virgil Jordan, who transferred to Puerto Rico. Jordan came to the FAA in 1958.

DATAMATION KEEPS AVIATION ARCHIVES UP-TO-MINUTE AT RECORDS CENTER

The first Government-installed IBM 7040 Computer

Pre-7040 method of locating all the airmen's records

Microfilming old records is done on these machines

What if you wanted to find the 1943 license number of a particular private pilot in Springfield, Mo.? Or the 1936 serial number of a privately owned aircraft in New Orleans?

With more than a million airman licenses, and more than 130,000 aircraft records accumulated during the last 50 years, your detective work would be frustrating and exhausting. Row after row of files at the Center's Staging Facility now house those records and the ferreting responsibility rests with the Control Systems Division.

If the Control Systems personnel are walking with a brisker step these days, a large measure of their cheerfulness is attributable to the recent installation of an IBM 7040 computer, the first 7040 to be put into commercial operation by the United States government.

The 7040 was acquired by the FAA for a variety of reasons, the most prominent being to check ground navigation aids to flight safety. Another, one of particular appeal to Control Systems personnel involved with airman and aircraft records—to maintain physical examination records, and for storing ownership records of the thousands of aircraft in this country owned by individuals and corporations.

Among the more than a million airmen's records in the existing filing system are a half-million still listed as active—that is, holding a current physical examination. When the change-over to automation is complete, a plastic credit-card-size license will be issued every airman every two years. It will carry the Social Security number in place of the current airman's number and will have all the ratings and his medical record. The license will be changed and updated every two years at the time of revalidation. This new process also will serve to keep the Control Systems Division current on the entire flight and medical history of the airman.

There are a number of airmen with license numbers that go back 30 or 40 years. They will want to retain the certificate number as a matter of pride. There is consideration being given to the possibility of those with "5000" or lower having that number printed in a special place on their plastic license. The Social Security number would still be the main reference.

This new look in records is more than a year away and it will be two or three years before all airmen carry the new license. Currently, a segment of this modification work is being carried out with the use of card index systems, punch cards and microfilm. Microfilm is being used to preserve the records of no-longer-active airmen. The same system has been applied to the more than 130,000 aircraft records kept in the files. In these files can be found the history of every owner of the aircraft, every change in modification and the current status. These aircraft statistics, under the new automatic system plan for mid-1964, will be almost instantly available.

A press of a button will replace these rows of files.

The tedious part of this "file maintenance operation," as it is called, is the transferring of this mass of information —now spilled over into several large file rooms—to magnetic tape.

This is a completely transistorized computer—no tubes to give trouble—with the faculty of putting information on tapes in less time. Magnetic tapes are the memory banks for all past, current, and future aviation data.

All changes will go on these tapes, which can be quickly scanned for any needed information. Instead of weeks, an inquiry can be answered in minutes or hours. More than 100 reels of the wide magnetic tape, hundreds of thousands of feet of memory data, are used.

One of the greatest needs will be resolved through automation. That is the quick and certain method of locating the airmen. At the moment the license is kept simply by renewing a medical certificate every six months, a year or two years.

The license is never turned in. It may contain an address 10 or 15 years old. The airman should write the record keepers every time he moves, but few do this.

The effective date for the start of revalidation has been set tentatively for January 1, 1964. Airman certificate revalidation for those born in an even year would be required before the end of the birth month, 1964; 1965 for those born in an odd year.

Automation records should be completed by the end of 1965. The Federal Aviation Agency gives two main objectives for this work. These are: the need to modernize the certificate issuance system, and the need for current data considered as vital in today's jet age.

Thousands Trained by Academy to Foster Air Safety

The Federal Aviation Agency Academy at Oklahoma City ranks as one of the largest and foremost centers of aviation training in the world.

Under the general direction of Robert H. Willey, Assistant Administrator for Personnel and Training, and O. C. Lott, Chief, Training Division in Washington, the Academy provides essential training in a wide variety of aviation specialties for FAA personnel, some of whom come from all over the world, for aviation personnel from many other nations, and on occasion for key people from various segments of the aviation community. The Academy's programs cover almost every facet of aviation technology as well as education, training, and executive development.

In charge of the Academy training at Oklahoma City are Academy Director Enar B. Olson, assisted by J. B. Mitchell. On the staff are 464 highly trained instructors, many brought into the Academy from the field to add that important element of practicality to the curriculum.

The Academy performs for the Agency training which can best be conducted only at a centralized place where special facilities, equipment, and trained instructors are available. Continual, dynamic growth of the aviation industry requires that FAA personnel be up to date on current aviation concepts, knowledge and skills.

In broad categories the programs of the Academy provide training in: Air Traffic Control, Air Navigation Facilities and Flight Standards. These areas are described in more detail later in the article.

THE ACADEMY OPERATES MANY PROGRAMS

The FAA Academy operates a large correspondence program with more than 9,000 enrollees. Much of this training involves the maintenance of air navigation facilities and covers a wide variety of subjects in the electronics field. Special courses are also provided for flight standards personnel, as are courses in basic subjects related to air traffic control and courses in management for supervisors. Students in this directed home study training program do their studying and complete the lesson assignments on their own time.

Of particular importance is the current trend for the Academy to expand into the general area of executive development. Specialized courses in supply management, personnel administration, budgeting and financial management and other broad courses having wide application within the Agency are now under development. Courses already in operation are those involving management for supervisors at both the first and intermediate management levels. For the benefit of instructors, both at the Academy and at certain field installations, a staff of educational specialists at the Academy conducts courses and seminars on various aspects of effective teaching and also provides continual counseling assistance to the technical instructors and their supervisors.

Of particular note is the National Aviation System course which is conducted monthly at the Academy for top management personnel in the aviation industry.

This is a course which surveys the many aspects of national and international aviation, focuses attention on specific problems in aviation, and seeks to develop a systems concept and and an understanding of the interrelationship of the many components and facets that make up aviation in this country.

In the first six months of 1963 approximately 150 key personnel have attended this course. Included have been vice-presidents of major airlines in charge of flight operations, chief pilots and other key officials of air lines, representatives of major aircraft manufacturers, representatives of private businesses involved in aviation operations, managers of some of our countries major airports, officers from all branches of military aviation, scientists involved in aviation research, and important representatives of companies involved in aeronautics and space research and development.

Taking a closer look at some of the newest elements of the Academy, you will find:

Flight Standards Training. The FAA is responsible for promoting safety in civil aviation. This is accomplished in part through the issuance and the enforcement of Federal Air Regulations "FARs." The Academy trains the FAA Flight Safety Standards Inspectors who are assigned throughout the country to promote and insure compliance with the Federal Aviation Regulations. Their interpretation and application of the FARs must be consistent and uniform. Even after they have been assigned to positions in the field in one or more specialties, most all FAA inspectors return periodically for additional instruction.

The Academy operates an extensive flight training program for these inspectors. Airline and general operations inspectors are periodically refreshed and brought up to date through flight training in the operation of various kinds of aircraft flown by the airlines and general aviation. The Academy operates a Boeing 720, a Convair 880, a Lockheed Electra, two DC-6's, two Convair 340's, several DC-3's, and utilizes light-twin and single engine aircraft and helicopters in its program. The latter aircraft being utilized primarily for inspectors assigned to general aviation operations.

Specialized flight courses are also provided for airline, general operations, and flight test inspectors whose duties involve advanced instrument flight techniques or flight testing of aircraft. Aircraft simulators are also utilized in which realistic and complex in-flight problems may be conducted without leaving the ground.

The Academy also provides technical training for airline and general aviation maintenance inspectors, electronics—electrical systems inspectors, and engineering and manufacturing inspectors.

This phase of aviation safety stresses new technical developments in aircraft and their FAA inspection requirements. All such courses deal with the certification and operation of airmen, aircraft and aircraft service organizations.

FAA's own facilities flight inspection pilots and panel operators also are trained at the Academy, as are a sizeable number of Air Force personnel. These are the crews of the "flying laboratories" that monitor and check the accuracy and adequacy of ground aids and air traffic control maneuvers.

Air Traffic Control Training. Few people realize that three different groups of aviation specialists on the ground are working to assure safety in flight. These air safety teams are the air route traffic controllers, terminal traffic controllers, and flight service specialists.

Air traffic control is the term applied to the lateral, longitudinal and the vertical spacing of aircraft to minimize the possibility of mid-air collision and to provide for orderly and fast flow of air traffic.

The FAA Academy provides the basic training and certification of new personnel employed by the FAA regions who work in terminal air traffic control and in flight service stations. These employees, through a combination of instructions at the Academy and on-the-job-training at assigned stations, become proficient as air traffic specialists.

The Academy also provides a condensed two-week presentation on air traffic control fundamentals, future requirements and planning for persons in managerial positions, not only in the FAA, but also in government agencies and in industry who have responsibilities related to air traffic control.

One of the Academy's most significant programs is a series of courses that are provided to air traffic control personnel of other countries. There is a basic 17-week course for these international students, and an advanced course in radar air traffic control, and a course in terminal area planning.

Within the last 12 years approximately 1000 students from 48 countries have received air traffic control training at the Oklahoma City Center.

Air Navigation Facilities Training. The largest of the Academy's training programs from the standpoint of man weeks of instruction, is the one that deals with the maintenance of air navigation facilities. This program involves the training of electronics engineers and technicians in the maintenance of the complex of electronics equipment used in the Federal Airways network of navigation and landing and in the control of air traffic.

These aids are the instruments that make possible safe and expeditious flow of air traffic along prescribed flight paths. They include radio ranges, instrument landing systems, communications equipment and systems, surveillance and precision approach radar, distance measuring equipment and other devices. The Academy also provides specialized instruction in avionics for FAA technicians who install, modify, calibrate, and maintain airborne electronics equipment used for flight checking air navigation facilities and the airways.

ACADEMY INSTRUCTORS WELL TRAINED

The Academy instructors are recruited largely from the FAA Regional organizations to capitalize on knowledge gained from on-the-job experience. The men develop and write most of the instructional material used at the Academy, revising it as necessary to keep pace with the new or modified equipment or techniques.

In resident courses at the Academy, the on-board student population varies from 1000 to about 1300, the figure reaching 1500 during a short period of time in 1961. Approximately two-thirds of the students at the Academy at any one time are electronic engineers or technicians undergoing training in the maintenance of electronic devices.

AIR MUSEUM HEAD TAKES NAS COURSE AT ACADEMY

Philip S. Hopkins (r) Director, National Air Museum, with Mrs. Wiley Post and CARI's Dr. Stanley Mohler.

The man who heads the National Air Museum of the Smithsonian Institution, Philip S. Hopkins, feels that the CAA/FAA has greatly contributed to the history of man-made flight.

Hopkins participated in a recent National Aviation Systems course at the FAA Academy, and praised the FAA for contributions to aviation, and for some of the exhibits the National Air Museum now has.

A warm, sincere man with obvious interest in his project, Hopkins sees a bright future for the Museum.

"We are very crowded right now," he said, "and have only about three percent of the exhibits we own on display.

In 1958, Congress authorized a new building for the National Air Museum, and we are hopeful Congress will shortly provide sufficient money to have architects start planning the new building."

The new building will be erected on the Mall in Washington, directly across from the National Gallery of Art.

Present plans call for the museum to be some 800 feet long and 300 feet wide, with three floors housing various air treasures of the past.

The new area will house some 50-60 planes, compared to ten in the Smithsonian at the present time.

Two NASA space capsules, the Freedom 7 and the Friendship 7 are now on display. The museum has the first recovered nose cone sent into space.

Also exhibited, in connection with the U. S. space projects, are items of equipment used by the two space monkeys, Able and Baker. Able died from an infection shortly after returning from space. He is preserved in his space suit.

Two of America's best known aircraft, Lindbergh's "Spirit of St. Louis" and Wiley Post's "Winnie Mae" are in the Air Museum. While attending the NAS course, Hopkins took an afternoon off to fly to Texas to meet Mrs. Wiley Post and chat about her famous husband.

When the museum is opened around 1968, tourists will see the various aircraft, not hung from the ceiling, but displayed on pedestals, close to the floor where they can be seen at close range.

When the building is opened, six million visitors a year are expected.

Hopkins flying career dates back more than three decades, when Ed Link, famous for the Link Trainer, first came to him as a patent attorney and asked that he help in obtaining a U. S. patent on the trainer.

"Neither of us had much money," Hopkins remembers, "so Ed paid me for my work in flying lessons."

Since then, Hopkins has been in various phases of aviation, always with his eyes on the sky.

OFFICIALS OF AOPA VISIT CARI

The President of the Aircraft Owners and Pilots Association, J. B. Hartranft, Jr. (2d. l.), discusses medical aspects of light airplane safety with Dr. Stanley Mohler, Chief of the Aeromedical Research Division and Director of the Civil Aeromedical Research Institute (3d. l.) and Dr. William Albers, Chief of the Aeromedical Standards Division (r.), during a recent AOPA visit to CARI.

Two AOPA Officers, Col. J. R. Little, U. S. Marine Corps, Ret., and William S. Brassel (2d, r.) participated in the discussion. The talks centered on ways to "delethelize" aircraft controls.

PROP SHOP RETIREE NOW REHIREE

Although officially retired a while back, Alvin R. Elgin is back at work in the prop shop in the Overhaul and Modification Division—he has been rehired on a temporary basis.

During World War II he was a propeller specialist at Will Rogers Field in Oklahoma City. After the war he worked for several private firms before going to work for the CAA in 1956 as foreman of the propeller shop.

After he "retires again" he hopes to spend a good deal of time with his hunting and fishing hobbies.

Dr. Stanley Mohler, CARI, Director preparing for a test hop in the newly reconditioned Beechcraft T-34, which is used by CARI scientists for inflight aeromedical research studies.

Members of the most recent Air Traffic Control class were made honorary members of the Northwest Kiwanis Club. Representing the organization were Rex Walters and John McAlister.

INSTRUCTOR AND STUDENT MEET AFTER 21 YEARS

Pupil meets instructor of two-decades ago: George Fay, on the left, new to the Federal Aviation Agency and now assigned to the Alaskan Region as Public Affairs Officer, met his first flight instructor, Howard Hasbrook last month at the Civil Aeromedical Research Institute.

Fay, on an orientation trip to the FAA Aeronautical Center, first learned to fly as a student of Hasbrook's at Ballinger, Texas back in December, 1942. The first aircraft he flew was a Fairchild PT-19. Hasbrook, now Chief of the Crash Safety Section, CARI, recalled that Fay was a good pilot "once he relaxed."

Fay just recently retired from the Air Force with a rank of Lt. Colonel. A Command Pilot, Fay's last flying was in B-47s.

AC Simulator Training Class Size Increased to 12

Capt. Pen-Wei Wei (seated, partly hidden), operating C.E.C. oscillographic recorder, part of the recently acquired T-29 simulator. Others await turn at set.

DC-3 simulator and students at C.E.C. and Century recorders. Shown above are Swope, L. Pachirer, W. Weaver, C. Stanley, R. Kaufman, D. Warner, Dilfield.

Two years ago the FAA and the Department of Defense launched a cooperative project in which the Agency undertook several military flight service functions. One of these was the responsibility for world-wide flight inspection of all military navigational aids.

Consequently, the training of flight inspectors has been bolstered at the Aeronautical Center. Classes have been raised from eight to 12 students training in DC-3 and T-29 aircraft.

Students are taught inspection techniques in the Basic Flight Inspection Simulator laboratory and practice their skills in T-29 and DC-3 mock-ups equipped with oscillographic records and other electronic devices.

Miss Flight Assist, Nee Kelley, Hostess At NAATS Convention

Mary E. Kelley has been named "Miss Flight Assist" in a contest sponsored by the National Association of Air Traffic Specialists at the Aeronautical Center.

Miss Kelley, Secretary to Dr. Stanley Mohler, Director of the Civil Aeromedical Research Institute, was one of seven entrants.

She will serve as Hostess to the NAATS convention to be held in Oklahoma City in October.

Miss Kelley's picture will appear on the cover of a local magazine and her photograph will hang among the "cover girl" group in a local restaurant.

LEONA HILL EARNS $150 AWARD

Leona M. Hills, Operations Airman Examination Section, received a Sustained Superior Performance Award early in June.

L. E. Brooking, Chief of the Section presented the cash award of $150.00.

Four RCAF officers visited the Aeronautical Center in May, and received a briefing on the latest radar and advanced ATC systems at the FAA Academy. Shown here with Matt Weir, of ANF, left to right are: Lt. Alexander Thomson, Sqdn. Leader Arthur Booth, Lt. Brian Titterton and Lt. M. L. Smith.

WHITTLER TO WOOD SCULPTOR

Dr. Siegel is Expert . . .

"As a youngster, I used to follow my grandpop, who was a carpenter, in his work, and I learned to love working with wood."

That simple statement marks the genesis of what first started as a hobby, but developed into a much larger project.

The statement was made by Dr. Peter V. Siegel, Chief of the Aeromedical Certification Division, stationed at the Aeronautical Center.

Dr. Siegel, who is recognized as one of the leading men in his field of medicine, has also gained national recognition for his work in wood.

"I got the feel of wood very early. I was around my grandfather's shop all the time, and when I got in the way, I felt the sting of wood across my backside," Dr. Siegel said.

He started out whittling as a youngster, Pluto dogs, things in bottles, and wood puzzles, but graduated to wood carvings, relief carving, pictures, scenes, plaques, and now does wood sculptoring.

He works in all kinds of hard woods, including mahogany, walnut, lignum vitae, primavera, and such local woods as oak, hedge (osage orange), persimmon, mulberry, apple and the like.

He enjoys doing cabinet work and refinishing and rebuilding walnut furniture. He is very proud of his home shop, which is complete in every detail.

Dr. Siegel has hundreds of hand chisels, which include scoops, gouges and parting tools.

"I prefer tools made by Buck Brothers, Addis and Barton, for these are the best," he said. "Many have been given to me over the years."

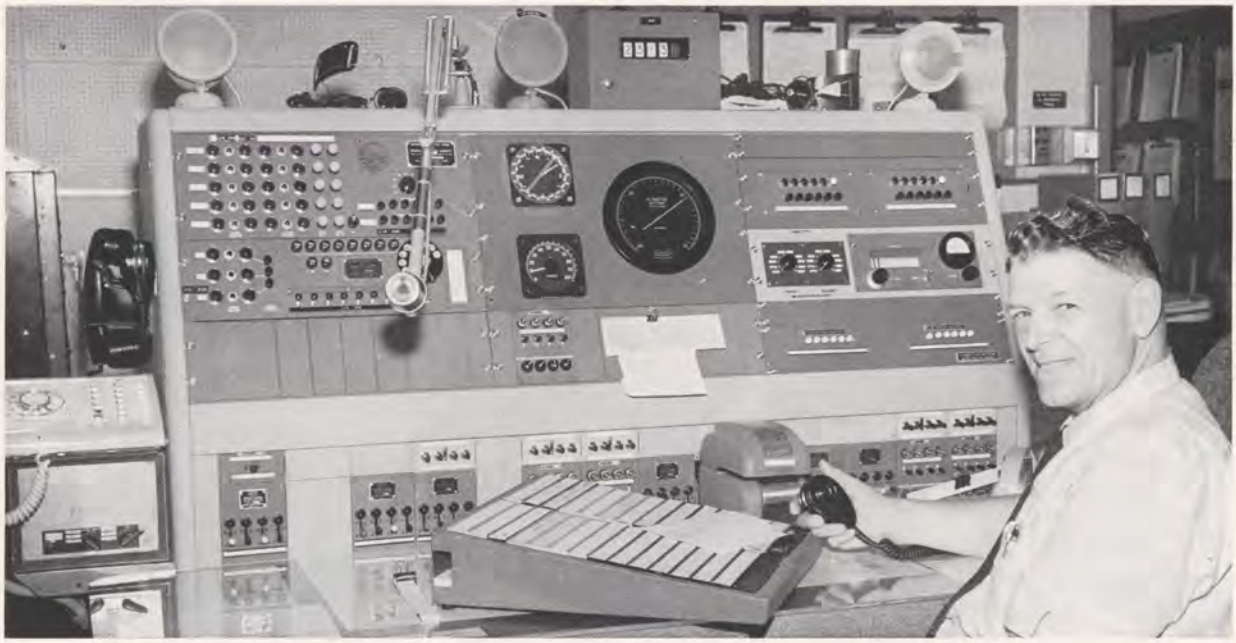
Most of Dr. Siegel's work can be called modern. He likes the lines and flow of the grain, rather than striving for detail.

"I never put detail on faces or figures," he said describing his technique.

Dr. Siegel has sold some work, "but most has been given away or 'lifted' by some of my friends."

He was very proud of his work when he and his brothers contributed to and furnished a chapel for a hospital at his home town. They built and hand-carved the altar and cross.

The physician has won a number of awards in the National Exhibits of the American Physician Art Association, and recently won third place at the Business Men's Exhibit at the Oklahoma Science and Art Foundation.



"The Old Lamplighter"

Lihue, Kauai, Flight Service Station Specialist, Started in Business when Bureau of Lighthouses Maintained Airways.

Ervin Dworzack, charter member of "The Society of Airways Pioneers," one-time barnstormer, and ham radio operator since 1923, likes to reminisce about the old days when a radio operator had to be self-sufficient. There were no systems maintenance personnel, electronic maintenance technicians, or even a radio repair man to consult when the equipment broke down. Some of his duties included helping the mail plane pilot shovel snow, and occasionally he helped unload mail for delivery via rail when the mail plane couldn't get through because of weather.

Ervin entered on duty when the Bureau of Lighthouses maintained the airways, and with the advent of the maintenance technician, part of his duties were eliminated. However, old habits were hard to break, and there were occasional altercations with the SEMT on how the equipment should be maintained. Twenty-eight years later, the situation hasn't changed much in that respect.

During the early twenties, Ervin barnstormed around the countryside, giving many customers their first airplane ride. In the beginning he was able to command $5.00 a ride, but as competition got rough, his price went down to an unprofitable $1.00 a ride. He flew Jennies, Standards, and Canucks (Canadian Jenny). In 1930 he applied for a license, but was turned down because of poor eyesight. Although his personal flying ended some thirty-three years ago, he still keeps in touch with flying through membership in the National Aviation Education Council.

Pilots flying the channel between the Islands of Oahu and Kauai have a nostalgic feeling of comfort when they hear Ervin's voice on the air. He has a reputation for providing all available flight and weather information at hand, and for offering his assistance whenever a wavering voice gives him any indication that a pilot isn't sure of himself. In this respect, all Specialists at his station are equally conscientious, and intent upon providing the best possible service to the flying public. At the present time, Ervin's extra-curricular activities include membership in the "Kauai Lions Club," and serving as Radio Technical Adviser to the Kauai Civil Defense Net. The network's transmitters and receivers are checked out nightly at 2200 HST on 146MC.

Ervin comes to work 35 minutes early—give or take a minute—and keeps busy the entire watch. If it's busy at sign off time, he won't leave until it quiets down. I guess you might call him a company man, trained in the old school.

WAKE ISLAND RESIDENTS HOLD THEIR FIFTH ANNUAL MEMORIAL DAY SERVICE

Above: Air Force, Navy, Coast Guard, and FAA personnel gather on parade ground for Memorial Day services on Wake Island. Right Top: Adding to the solemnity, Wake Island Girl Scouts, under leadership of Terese Bredehoft (r.), place a wreath at Wake Island Memorial. Bottom: Air Force Honor Guard fires a 21-gun salute.

A large number of Wake Island residents gathered on May 30th for the traditional observance of Memorial Day. The service took place at the site of the Marine Memorial, with most of the Island-based agencies taking part.

Stirring recorded martial music was played during assembly, with FAA's Island Manager, C. G. Amerling, opening the program with a short address, followed by FAA Chaplain Leon Murphy's Invocation. The Student Safety Patrol performed a snappy drill, after which two representatives from the assembled Girl Scouts came forward between two lines of Air Force, Navy, and Coast Guard personnel to lay the wreath at the memorial base.

Major Robert C. Foote, Commanding Officer, MATS Detachment #4, provided an appropriate Memorial Day message, citing the particularly hallowed ground of Wake Island where supreme sacrifices were made to protect our heritage.

Especially pleasing to the children was the 21-gun salute by the Air Police Squad, and the mad scramble for expended brass cartridges after the sounding of Taps, and the playing of the National Anthem.

Many share the credit. Special mention is due Parade Marshal Ted Awana, Sound Engineer Wendell Ricketts, and "Drillmaster" Sgt. Harry Contrades.

Mussons Bid Farewell to Island; Party Sends Them off to Hawaii

A huge farewell party marked the end of 15 years on Wake Island for Mr. and Mrs. Thomas D. Musson. Mr. Musson was Island Manager for that length of time, and Mrs. Musson was Postmistress for several years. The Mussons have moved to Honolulu, where he has assumed the duties of Chief, Island Operations. In the photo left, "Dud" is accepting Membership Card No. 1 in the Wake Island Community Club from Club President Edward Myer. Mrs. Musson is admiring a huge silver tray, engraved with the three islands of the Wake group. The tray is being held by Archie Trent, Vice President of the Community Club, who had spent the past 13 years on Wake.

ALERT ATC HELPS FAMILY IN DISTRESS THROUGH SKILLFUL "HAM" OPERATIONS

When Francis W. "Bill" Weeks, Honolulu Tower ATCS, saw a chance to do a humane act, it took him only minutes to swing into action—and only hours to obtain some highly gratifying results.

It all started when ten year old Kim Hollingsworth was struck by a car on Kapiolani Boulevard in Honolulu. The father of the boy, Marvin Hollingsworth, an Army man, was stationed on Kwajalein, and the distraught mother, of Japanese descent, spoke very little English. The mother, however, lived in an apartment hotel managed by Donald H. Capellas, also a Honolulu Tower ATCS. Capellas contacted Weeks and asked if he could get through to Kwajalein on his "ham" radio.

Weeks made the attempt on his AM band, with little success. But Weeks is ingenious. He called the Hickman MARS station . . . no luck. He contacted Barbers Point . . . "Barb" was unable to get through to Kwajalein. Next he tried Kaneohe Marine Corps Air Station . . . the power supply for the transmitter was "shot." Then he tried Pearl Harbor's official net, and was referred to Navy MARS. Navy MARS made contact with Kwajalein, but then there was the language problem. Weeks suggested that the Navy station call Mrs. Hollingsworth direct and "patch" her in with her husband, who spoke Japanese, as well as English. This was done.

The mother was greatly comforted and, through coordination between the Navy, the Army, and MATS, Marvin Hollingsworth was flown home on emergency leave.

In the meantime "Bill" Weeks, who maintains that he actually did very little, though the family he had never met feels he did so much, is still on "standby" for the next family, the transient ne'er-do-well, or even the cop on the beat who might need help. Weeks has been the focal point in amateur radio links on many occasions between hams all over the world. At one time he relayed between a sailor aboard a ship just off the coast of Italy and the sailor's wife in Hawaii; on another occasion between a ham in Brazil and one in the vicinity of the North Pole. We'll have more on Weeks in coming months.

TV "Stars" Face Cameras and Kleigs

S. F. "Sim" Provencher (l), Chief, Contracts Section, I&M Division, and Regional Director Robert I. Gale record a television bit. The film was made by the U. S. Army Signal Corps at Fort Shafter, Hawaii. Of six and one half minutes duration, the film was used as a trailer over Station KUAM, Agana, Guam, prior to the dedication of the new IFSS building at Finegayan, Guam.

RADEF Training Courses on Island Help FAA Specialists at Wake

Two training courses in RADEF recently conducted on Wake Island have beefed up the four FAA teams there. The courses were conducted by Ivan Starkey, Systems Maintenance Staff Instructor, assisted by George R. LaCaille, Chief, Wake IFSS, and Captain Andrew Thompson, Officer in Charge, USAF Explosive Ordnance Disposal team. Wake Island has the capability to detect, measure, and interpret radiological hazards at all manned facilities.

Mrs. Robert I. Gale snips tape, officially opening the Station. With her are Manager L. V. Richmond, Mrs. T. D. Musson, and Mrs. Richmond.

Acting Supervisor Charles Kekoolani (above), explains tape relays to Governor Guerrero and Msgr Felix Berto Flores. Four-year-old Norma Ann Makio (below), daughter of Mr. and Mrs. Roy Makio, Tamuning, Guam, registers amazement at all the "gadgets" on one of the huge panels. (FAA photos—George Miyachi, Administrative Services.)

$1,000,000 worth of Building and Equipment

Notables from the Guam community, including the Governor, the Honorable Manuel F. L. Guerrero, braved threatening skies to assist in the official dedication of the FAA's new $1 million installation of the International Flight Service Station at Finegayan, Guam, May 25.

The Invocation was given by Monsigneur Felix Berto Flores, representing The Most Reverend A. W. Baumgartner, O.F.M. CAP, D. D., Bishop of Guam. The welcoming message was given by Thomas D. Musson, Chief, Island Operations Division, Pacific Region, representing Director Robert I. Gale, who was absent due to illness. The keynote speech was given by Governor Guerrero. Remarks were made by Major General Wm. C. Kingsbury, USAF, and by Rear Admiral Thomas A. Christopher, USN. Benediction was given by the Reverend A. M. Needham, of St. John's Church, Guam. The flag was raised by the Boy Scouts of America as Pete Slate, assistant chief I&M, sang the National Anthem. Keys to the building were presented by T. Hal Odell, of the firm of Koster & Wythe, which constructed the building to station manager, Lloyd Richmond. Robert A. Jordan, Manager of Radio and TV Station KUAM, Guam, was master of ceremonies.

Key figures of the business community, as well as key personnel from the Pacific Region Headquarters, were in attendance.

Following the dedication, an open house was held, during which the approximately three hundred people who attended were shown the latest in electronic equipment and given a rundown on the procedures used in sending and receiving messages all over the Pacific.

Marty poses "Blink," who took 1963 Best of Breed (Photo by Al Castillo)

Gone to the Dogs

Honolulu Center Specialist Enjoys Hobby of Breeding Big Dogs

Woe betide the unwary controller who allows himself a slack period and invites Martin C. Amidon for a cup of coffee. He has, by this time, subjected himself to a period of talk, and Marty can talk about dogs from now on, and is willing to start at the drop of a shepherd.

Marty is an ATCS Coordinator at the Honolulu Air Route Traffic Control Center, but when he isn't having something to do with flying machines, he and his wife, Patricia, are having plenty to do with German shepherds.

The Amidons' interest in dogs dates way back—Marty's to when he lived on the farm and made his spending money training dogs—Pat's to when she married Marty. They became really active with dogs in 1950 when they acquired their first German shepherd. A second and better dog was purchased in 1953. This one later developed into Ch. Kanakapiki O'Halekou, CDX, who was high-scoring obedience dog of the year 1955 with a score of 595½ out of 600; was Best of Breed at the 1958 Specialty; and was a Working Group winner at Maui in 1957. This dog was the foundation dog for current demonstrations at Oahu schools by the Hawaiian Humane Society in conjunction with the Obedience Training Club of Hawaii.

Marty and Pat brought Greta of Matterhorn out from California in April of 1956, and completed her championship. In 1958, as a favor, Marty took on the job of handling Tan-Zar Bravo for friends, and completed his championship. Among Bravo's wins was Best of Show at Maui in the fall of 1958; and Working Group at the Hawaiian Kennel Club Show in 1960. Greta mated with Bravo produced Blinken and her sister, Cinder.

Blink, now officially known as Ch. Halekana's Blinken, was one of a litter of five whelped in December, 1958. With the exception of 1962, when the Amidons were too busy with other matters, Blink has been a consistent winner from the start. Among her show wins, she has a Best of Opposite Sex at the 1961 Specialty, and a Best of Breed at the Hawaiian Kennel Club show held Labor Day, 1961. Blink won Best of Breed at the German Shepherd Dog Club of Hawaii this summer, coming out on top of 55 entries.

The remainder of the family consists of Cinder, who would have been a Champion some time ago if her sister hadn't beaten her, and Erste, imported from the mainland as a stud for the two girls. Since both of these are young animals, the Amidons have high hopes of completing titles for them.

Marty is presently a member of the German Shepherd Dog Club of America; the German Shepherd Dog Club of Hawaii; the Obedience Training Club of Hawaii; and Guide Dogs for the Blind. He served as Secretary, Obedience Training Club of Hawaii (1955-1958); Secretary, German Shepherd Dog Club of Hawaii (1956-1959); Vice President, German Shepherd Dog Club of Hawaii, (1960-1962); and currently is Recording Secretary of the Obedience Club; as well as a Director of the Shepherd Club. The Amidons have served as show chairmen for several obedience trials and specialty shows, including a combined specialty in 1958, which was the largest of that type seen in the Islands. Marty also instructs in obedience at Kailua.

Marty and Pat, who take an occasional trip to the Mainland United States, utilize a goodly portion of their vacation to contact other fanciers, attend dog shows, and visit with dogs in other kennels.

By way of interest in other than dogs, Marty has been interested in flying since he saw Charles Lindbergh land at Mitchel Field when Marty was just a boy. He was also fortunate enough to be aboard a Navy Willie Victor TWO "Outrider," returning from Midway this summer at the time Gordon Cooper splashed into the Pacific from his orbital flight. Marty and the crew watched until the capsule was being hoisted aboard the *Kearsarge*, and then they proceeded to Honolulu . . . the crew to its base, Marty to his dogs.

QUEEN FOR A DAY? Not quite. The attractive young lady (seated) surrounded by 23 men was only one of a number of the distaff side attending the various seminars. Frank Shivers (third from the left, standing), was chairman of the conference, held at "Top of the Isle," Hawaii's answer to 'Frisco's Top of the Mark.'

Malino Alii Poo Halawai

In harmony with the general theme of "Improved Management," the Chiefs and Assistant Chiefs representing all Pacific Region ATD facilities, began the month of June with a week-long conference in Honolulu.

Director Robert I. Gale opened the conference with a welcoming address, after having been introduced by Donald H. Long, Chief, Air Traffic Division. Frank E. Shivers, Chief, Field Operations Division, was general chairman of the conference.

All phases of the Division's operations were presented at the conference through briefings by the heads of the various organizational elements of the Air Traffic Division. Agenda items ran the gamut from employee compensation and grievance procedures, to top management subjects, each item being covered through a presentation, followed by a discussion under the leadership of personnel representing the various facilities. The greater portion of one session was given to operational group workshops, divided into two segments covering en route and terminal operations, and communications and flight service operations.

Over two dozen persons were in attendance. All agreed that the conference fulfilled a need for general discussion of mutual operations problems and a coordinated effort toward improvement in various areas of the Air Traffic Service.

HE'S ASKING FOR IT. Navy Captain Hugh K. Laing, Deputy Assistant Administrator, signals the cue to the floor, inviting questions after his management talk.

GROUND RULES EXPLAINED. Donald H. Long, Air Traffic Division Chief, orders conference into session, explains its purpose, and introduces the Chairman.

HANDWRITING ON THE WALL. Richard F. Caldwell, Jr., Watch Supervisor and Plant Training Officer, Honolulu, discusses training techniques and objectives.

A Mechanic's Mechanic

In an age when specialization in a narrow field is becoming more the rule than the exception, the employee possessing above-average skill in a number of fields in increasingly difficult to find.

However, Pacific Region does possess one such individual, in the personage of Walter G. McMillan, Overhaul and Machine Shop Foreman, Systems Maintenance Division. "Mac" is a mechanic's mechanic. Behind him he has a lifetime of shop work that has exposed him to a variety of jobs which, to Mac, are routine, but which appear extremely complicated to the specialized mechanic or to the uninitiated.

Walter was born in Los Angeles at almost the exact spot where City Hall now stands. He demonstrated early in life an interest in things mechanical, and he began actual shop work in 1922. During the intervening 41 years he has worked for private concerns, the Navy Department (from 1940 to 1949) and since 1949 he has been with the Pacific Region at the Salt Lake Shop area.

With obvious justification, Mac says he finds his greatest satisfaction in the constantly shifting job demands of shop work, welding, sheet metal forming, electro-plating and fabrication. Mac derives his greatest pleasure from becoming involved in the rehabilitation of equipment returned for overhaul. He is also frequently called upon to ready new equipment for installation, and to fabricate special brackets for items to be installed or modified. Work in the Overhaul and Maintenance Shop is performed on equipment ranging from 219 KVA power plants, down to fabrication of precision parts for meter movements.

Much of the work brought in to Mac's shop is without benefit of plans and specifications; personnel throughout the Region have a tendency to depend upon the ingenuity of Mac and his "boys." The five employees working under Mac have become infected with the same ingenuity that made Mac a mechanic. They have also become infected with Mac's charm of rugged individualism and personality. They echo Mac's desire to be of help, and cooperate to the fullest with anyone willing to bring them a problem.

Much of the work in the Maintenance Shop involves research into methods of solving unique field problems. Although Mac would be the last to make the claim, a tour through his shop impresses a person with the obvious fact that any problem involving machine shop work which can be described, even vaguely, can be solved right there.

In addition to his work, Mac has a keen interest in pistol firing, but he's finding less and less time for this hobby, which is gradually giving way to home improvement programs.

Although he and Mrs. McMillan have lived in Hawaii since 1947, they find it a bit distant from their two sons and six grandchildren; hence, come retirement time, they'll probably be mainland bound. But Hawaii and the Pacific Region will be the better for their having been here.

Master Mechanic W. G. McMillan, Foreman, Overhaul and Machine Shop.

Mac (above), runs an educated finger over a seam welded by journeyman welder Richard Hee. Mac and Herbert Young (below), admire X-ray stand fabricated in Mac's shop from plans by Enlchi "Bud" Matsuda.

-S-T-A-T-I-O-N- -N-E-W-S-

HONOLULU IFSS

By T. Wakida

The mood to go traveling has bugged quite a number of IFSS personnel this summer. One of the boys went to Tokyo, two to the mainland, and another left for Austria.

Al Trinnaman went to the Orient. Joe Morin and Joe Becera vacationed on the mainland. The former took an extensive tour of the East Coast, and on around to New Orleans. The latter spent his vacation in Los Angeles and Las Vegas.

Mits Murakami should be returning from Austria by this time. It has long been his ambition to return to Austria where he met his wife while stationed there in the U. S. Army. Mits and his family also planned to visit the major European cities during his vacation.

Another Joe in Honolulu IFSS planned to go on an extended vacation, but decided to cut it a bit short to match his financial status of the moment. Joe Aarona's tentative plans now call for a vacation on Rabbit Island, with the idea of going native all the way. Lots of luck!

Congratulations to Kenji Arakaki, the father of a baby girl; to Walter Amano for his promotion; and to Franklin Nishimura, formerly of the Wake Island IFSS, for being the latest addition to the Honolulu IFSS team.

LIHUE FSS NEWS

By Bill Clark

For those who may be contemplating a vacation on the Island of Kauai, or a possible transfer, the following information may be of some interest: Kauai is cool, green, wet, and quiet. It will seem cool to those who live in the somewhat warmer sections of the Hawaiian Islands, but to people coming here directly from Canton, Wake, or Guam during the winter months, it will seem downright cold.

One of the first impressions one will probably form is: "How green everything looks!" This is a correct impression. Furthermore, it's like this all year round. On bright sunny days (and this is the rule during the summer months) you can consider Kauai as one of nature's creative masterpieces. However, nature didn't have hay fever victims in mind while working on this project, and I'm certain that, given a choice, those people would gladly trade all this cool greenery for a warm, dry location. (Incidentally, Wake Island is an ideal location for anyone plagued with hay fever.)

Kauai's topography is ideal for making rain. During the past summer, it has rained intermittently on a continuous basis. Old timers say this is an unusually wet winter. I fervently hope this is so. Sleepy little towns dot the countryside, and it is possible to drive 12 miles to work, at 11:30 P.M., without meeting another car. If you've had your fill of bucking traffic, hunting for a spot to park, or dodging people on the crowded sidewalks of Honolulu, then Kauai is probably for you. On the other hand, people who come over from Honolulu on work details say it's too quiet to sleep. If you plan to see Kauai, come during the summer months when the Island is unusually scenic. Don't worry about your hay fever—just bring along the "Alarest."

HI-LITES FROM HILO

By Tom Chun

Aloha dere! It's news time again, and this ol' city by the bay is really jumping; it'll likely jump right into the bay if those seismological readings keep getting any more severe. Be that as it may, life goes on as usual, and the FAA (namely, HiloCS/T) is carrying on its duties.

Speaking of carrying on our duties, we've had a rash of aircraft accidents with some tragic results on and about the Big Island this summer. A HATS DeHavilland Dove, with 13 on board, crashed on the hillside above Keahou, Kona, killing the pilot, and injuring several passengers. A marine H-34 helicopter, with nine persons on board, crashed on the slope of Mauna Loa . . . one killed.

On the brighter side, golf fever is still rife in Hilo, and the devotees are gradually brainwashing the uninitiated to the delights of this wonderful bit of frustration. Plans are afoot to form an FAA golf club, or at least a team, and perhaps by next edition we may have something of the sort.

Up for nomination as team captain is DAVE PANIKU (an eleven handicapper) and SHARKEY OGATA, as chief caddy (a very responsible position, since the chief caddy also carries the beer for the 19th hole). Who knows, we may yet have a home series with Honolulu, Maui, and Kauai. Maybe! Hmm . . . on second thought, if Sharkey is going to carry the beer, maybe we ought to nominate *him* for team captain instead!

A few weeks ago, the men of Hilo CS/T had a sukiyaki party at the local beach and the old cliche "a good time was had by all" would be an apropos way to describe the shindig. With our erstwhile MR. OGATA as head chef, the sukiyaki was consumed by the pound—boy, it was good! Incidentally, if you've never tried sukiyaki Chinese style, see GUS YONG, our "Numba One Cook," in the Hilo maintenance section. It was good, Gus, but an hour later everyone was hungry again. The party was such a booming success that more are planned for the future. And the next time, we may bring the wives and kids along, too!

In order to retain my status as reporter and not novelist, I shall call it quits for now, and bid you all a fond Aloha! And a word to all our friends in and out of FAA: come visit Hilo soon—and bring lotsa money! Bye now.

WANT TO BE A WRITER?

What's going on in your general vicinity? The Editors of FAA Horizons are recruiting reporters to keep them posted on all the news that should be printed. If something interests you, it's bound to interest others. So send your stories —short items or long features— either through your HORIZONS representative or to the Regional Public Affairs Office if you can't find a representative. NOTE: Don't stop with one. Keep them coming in to us. Look around and start taking notes.

EXPERT TO SET UP LIBRARY BRANCH AT ALASKA HQ

Mrs. Willeta Matsen has been appointed Chief, Library Branch of the Alaskan Region. Upon her return from an orientation tour in Washington D. C. she will set up the library for the Alaskan Region.

Mrs. Matsen is well known in Alaska for her experience in her field of work. She established the academic library for the Alaska Methodist University, headed the library at the Arctic Health Research Center and established the Anchorage Public Library. Other "setting up exercises" included the newspaper library for the Anchorage Daily Times and a suggested method of operation of a Science Information Center for Alaska.

AL Awards 'Friendship Certificates' to AF Crew

The former Air Force crew of the C-54 recently assigned to the Alaskan Flight Inspection Group, is enjoying a farewell party. Each one was presented with a Certificate of Friendship and Appreciation on the termination of their assignment with FAA under the USAF-FAA Friendship Agreement.

Under this arrangement they were loaned to FAA until we were able to orient a crew replacement. From left: Charles Wayer, Capt. Lawrence R. Leach, T/Sgt. William F. Mell, T/Sgt. Elvin W. Gideon, S/Sgt. Charles L. Hudson, and T/Sgt. Joseph F. Lesniak. Not pictured were Capt. George C. Mong, and Capt. John G. Imhoff.

Son of FAAer on Baseball Mound With Governor William A. Egan

Glen Johnson, son of William J. Johnson FAA Station Manager at Juneau, Alaska, is standing on the mound while Governor of Alaska William A. Egan throws the first ball of the opening of the Juneau Little League 1963 Ball Season. William Johnson has been coach of the Little League in Juneau for the past several years.

AF Veteran New Alaska PAO

George T. Fay, a recently retired Air Force officer, has been named Public Affairs Officer for the Alaskan Region. Fay, who was a lieutenant colonel, served as Public Information Officer at Barksdale, La., Air Force Base. He holds a command pilot rating and flew throughout Alaska on aircraft ferry missions during World War II.

His wife, Marcelle, and two children, Michele and Patrick, arrived in Alaska recently and are making their home in Anchorage.

Tramway runs from engine house near shore to housing at Sunset Cove.

Quarters building at recently decommissioned Angoon Repeater Station.

Supplying Rodgers Point was a problem in logistics. A marine railway car (above) hauls various and sundry items that came in by boat (below).

BMEWS Replace VHF Repeater Stations

Remote Angoon. Mr. and Mrs. James Whitney spent past nine years here; are now on holiday in Juneau.

The last group of VHF point-to-point repeater stations and one-man stations operated by the Federal Aviation Agency in southeastern Alaska retired from active duty as of July 1, 1963. Power switches have been pulled on electronics equipment and dismantling is underway. Of the many repeater sites in Alaska, only Sisters Island remains in the strictly repeater class.

Sunset Cove, Angoon, and Rodgers Point have now been superseded by Ballistic Missile Early Warning System, Rearward Communications (BMEWS) stations in that area. Final closure of these stations became possible with the completion of a single VHF, 160 mc link between Indian Point FAA RCO station and the Duncan Canal BMEWS site. The circuits originating at Sitka FAA controlling Indian Point now go by way of Sitka/Biorka Island ACS link, Biorka Island/Hoonah ACS BMEWS, then from Hoonah BMEWS to Duncan Canal BMEWS, and finally to Indian Point.

A brief history discloses that of the three stations being decommissioned, Sunset Cove was commissioned first in 1948, as part of the long-range, point-to-point VHF system extending from Anchorage down along the coast of Alaska on the way to Annette Island. This system provided FAA communications, as well as circuits for other organizations in need of this service, and pioneered the way for VHF point-to-point operation in this area. ISLIP 200 watt transmit/receive equipment operating in the 40-50 mc band was utilized. In 1954 Sunset Cove became a three-way repeater with the commission of Angoon, Rodgers Point, and Sitka utilizing Hoffman 200 watt transmit/receive equipment in the same frequency band. Due to interference on the 40-50 mc frequencies, FAA instigated a program to change out equipment and move into the 80-100 mc band utilizing, in most cases, 200 watt REL transmit/receive equipment. Special antennas and many problems were encountered and solved in this operation and although the equipment was operational in 1959 it was not fully commissioned until March 1960.

The repeater stations at Sunset Cove, Angoon, and Rodgers Point were satellites of Juneau, under the direction of station manager William J. Johnson. These stations during the past years have presented many problems from a logistic and continued maintenance standpoint. Located on bays and inlets south of Juneau, and surrounded by rugged, mountainous islands, these sites were served primarily by FAA boats operating out of Juneau and small commercial float planes. Many survey crews, construction crews, and installation crews have worked at these stations, and were always welcomed by the isolated personnel assigned to man the facilities.

Closure now finds Bill L. Banfill, EMT, and his family being transferred to Fairbanks, Alaska, from Rodgers Point; James E. Whitney and wife from Angoon have departed for Juneau and are enjoying a vacation. His further assignment is unknown at this time. Donald Farley, traveling relief EMT, will be going back to traveling from his present assignment at Sunset Cove.

Oldtimers within the Region see in the decommissioning of these sites the passing of an era of FAA long-lines communications. The development of the newer, more modern, and more sophisticated system has long been needed for establishing and maintaining navigational aids, en route and terminal.

A final footnote should be added. Only Sunset Cove will be boarded up, as it is understood that Rodgers Point and Angoon facilities will be taken over by the U. S. Forest Service.

Angoon is the only one of the three one-man satellite stations in the Juneau complex to have had the same station manager during its existence. James Whitney went to Angoon in 1954 when it was commissioned and has spent the last nine years there with his wife. Now, with the close of the station, Whitney recalls some of the events of the past years at the station and with FAA.

"I joined FAA in July 1943, coming from the field of broadcasting (KMJ, Fresno, California) and was stationed at the old Ruby Radio Range Station shortly after other units of that facility had been moved to Galena. That was when Marshall C. Hoppin was Regional Manager and the Russians were ferrying bombers across from Fairbanks to pound Hitler's rear. There were still scattered pockets of Japanese resistance on 'The Chain.' Domonic had the old store at Galena; Wye and Millie Spees were running the roadhouse at Ruby, and "Doc" La Rue was still pulling teeth in the Yukon Valley. In early 1944 I went to Sheep Mountain and from there to Yakutat, King Salmon, Nome, Homer and Woody Island before coming to Angoon in November of 1954, when the station was being commissioned.

"Mrs. Whitney and our daughter, Pat, joined me in Yakutat in late 1944. Pat had most of her schooling in Alaska and graduated from Kodiak High School, later marrying Zip (Leonard E.) Zaber of the Woody Island staff.

"It has been my good fortune never to have been connected with a serious flying emergency, . . . a tribute to FAA employees and the Alaskan flying community. There have been incidents, mostly minor. I remember the day shortly after my arrival at Ruby when one of the Wien bush pilots ran off the end of the runway into the brush —no damage, no injuries, but a very busy and unhappy pilot. I remember when one of the Air Force's prized C-154 flying box cars ran off the edge of the parking strip at Homer. The crew had the presence of mind to block the wheel before it sank out of sight, but it was several days before it was back on solid ground again, with an assist from FAA men and equipment. I remember the day I accompanied Flight Inspector Putnam on his investigation of a single engined crash in the vicinity of Naknek village—both pilot and passenger were injured in that one, a reminder that the air, like the sea, is demanding and unforgiving. There is a bit of a story in connection with that crash as it was the plane and pilot which had brought me to King Salmon a few days before, after two unsuccessful attempts. On the first of these, the pilot could not get his skis off the sticky snow at Merrill Field, and on the second we were lost in the fog for an hour or so before finding our way back to Anchorage by a devious route and the help of the Skwentna Range. And then, there was the time between Homer and Anchorage, at the small Ninilchik field, when the engine sputtered and missed as we were about to become airborne. It was quite a thrill to roll to a stop looking down the canyon at the end of the field. The pilot nonchantly switched wing tanks, remarking, 'That tank always does that when it gets low.' As he taxied back up the field he asked conversationally, 'Does a thing like that scare you?' Of course there have been tragedies, too. Things of which I was fully aware, though not directly involved but things which keep us all reminded of our responsibilities.

"Life here at Angoon has been quiet. The only emergencies arising here have been failures in local communications, when it has been the privilege of FAA to save lives or alleviate suffering among the three hundred fifty to four hundred Tlinget Indians who comprise the community. Through the cooperation of personnel at the Juneau or Sitka facilities, it has been possible on several occasions to secure medical assistance or bring the Coast Guard to remove a seriously ill or injured person when all other channels have been closed. While these things are certainly not considered as a part of the function of FAA, they do serve to point out the fact that our organization is always alert to serve in any way possible, the interests of the communities in which we live."

VOR at Fort Yukon undermined by the flooding of the Yukon and Kuskokwim. Village is at the confluence of four rivers.

Below, VOR at Galena stranded by the mighty Yukon. Roads, buildings, power and communications suffered serious damage.

Left, Galena completely inundated by waters of the Yukon River. Below, Towers and SRAZ site at Bethel. Residents were airlifted by helicopter to safety. Right, Galena approach light system strewn with debris. Low tide left sea of mud.

Yukon, Kuskokwim and Porcupine Overflow in Annual Spring Floods

Spring floods in Alaska have receded and Operation Mop-Up has begun. After you've been up here a few years, you imbibe some of the philosophy of the native Eskimo and Indian who have watched floods come and go, but for the transient this can get pretty discouraging.

According to teletype and radio reports, some facilities of the FAA stations at Bethel and Aniak were under water for almost two weeks. Ice jammed the Kuskokwim River and backed upriver to Aniak and beyond.

Three villages below Bethel took the brunt of the deluge, the worst since 1946. Indians took off by boat for higher ground. A Coast Guard plane dropped life rafts and Air Force helicopters airlifted remaining residents from trees and rooftops to the National Guard armory in Bethel, where the Red Cross distributed Air Force mattresses, blankets and food.

Crow Village, below Aniak, was evacuated to the White Alice site at Aniak. Station Manager James Seitz radioed that three to four feet of water, ice and debris covered the runway at Aniak, and Johnston Slough was jammed for three miles from its mouth. Necessary repair to roads, runway and dike is estimated at $5300, with an additional $65 for runway lighting fixtures.

Station Manager Alan Haferbecker reported water up to doors and windows of the range and generator buildings. Total damage to buildings and structures is estimated at $8000.

An FAA plane flew Engineer Corps hydrologists over the area for a reconnaissance check. Civil Defense officials asked the Alaskan Command to send a demolition team to blast the ice. May 17 two Army helicopters arrived from Kodiak and on two missions dropped fourteen 500-pound explosives.

Over on the Yukon ice jammed the river in sections up to 100 miles. At Galena the water rose 4½ feet in four hours May 19, taking out the Campion road, and went to a high of 130 feet May 21, 15 feet above normal.

Residents of Galena and two downriver villages sought refuge on high ground near Campion nine miles upriver from Galena. Ice chunks 20 to 25 feet thick and 40 feet in diameter ripped and swamped their boats.

At Koyukuk, where there was no dry ground, helicopters airlifted people by sling from rooftops only two feet above water. The Air Force and Air Guard worked night and day transporting evacuees and carrying food and medical supplies to the villages. Homes were washed downstream. Civil Defense officials broadcast pleas to help with small children.

Galena Station Manager Lawrence Smith reported serious damage to access roads, buildings, power and communications. They were still inundated May 22. The water receded May 24, leaving a foot of mud. They borrowed an amphibious vehicle from the military to attempt to reach isolated sites.

The village of Fort Yukon is at the confluence of four rivers. Porcupine River was 12 feet above normal this year and the Yukon at this point was three feet above normal.

Access roads were washed out, leaving the VOR and H-marker sites isolated. A May 24 teletype message from Station Manager Robert Thomas reported "equipment and manpower not available at Fort Yukon to make repairs."

Navy bombers on standby alert at Bethel were called into use only in the Kuskokwim area. At best, such measures are only partially effective. Nature takes her own time about these things.

This is something our native citizens have learned to accept with equanimity. From forebears unhurried by civilization they have inherited wisdom, patience and good humor as well as a more tangible practicality.

Reams of paper work, months of talk, and thousands of dollars in labor and precision equipment pass by them each year. They richly enjoy all the bustle and stew involved. The kindness, the sharing they fully appreciate—this is the very backbone of their life.

This is the touchstone. This age-old philosophy sustains them when material things fall apart.

They will go back. While FAA goes over figures and papers, they will rebuild their homes and their caches—a little further back, a little higher. While FAA makes plans for rehabilitation, they will repair their boats and motors and sew more waterproof clothing of caribou and seal skins.

For the floods will come again next year and the year after and the year after that. And the Indian and Eskimo will still be here, smiling and friendly, when the disgruntled technician and desk man have thrown in the sponge (into the rampaging Yukon?) and have flown back to the South 48.

Concrete dike at Galena damaged by water and ice chunks 25 feet wide and 40 feet thick. Below, aerial view of VORTAC and site undermined by flood as new channel eliminates roadbed.

STATION NEWS

HOMER

The work load for the FSS increased considerably during the past month due mostly to commercial and sport fishing activity. The field and the lake breakup were one to two weeks early this year and the local landing strips are in good condition. Cordova Airlines took over the C & S Air Service on the first of May with three locally based aircraft.

Mr. Charles Hunt, trainee, completed his final examination in Anchorage on the Pilot Weather Briefer course on the 17th of the month. Moon Mullins, the Station Chief, departed for Miami via private car and trailer on annual leave. The trailer is a 20 footer and he intends to tow it to Miami and back.

Activities during the month were, for the most part, routine. Keneth Lunsford, EMT trainee arrived on the 8th from the FAA Academy and will undertake a period of on-the-job training. SMDSE Dick Brown arrived on the 27th to administer VOR certification examinations to station personnel.

Two of the station mechanics were absent during the month. Wayne Jones made a flying trip to Connecticut to visit his mother who was seriously ill. Ralph Sutherland strained his back and was off until the 21st of the month. During their absence it was necessary to request the assistance of Don Bogi from the R. O. Bogi arrived on the third of the month and departed on the 27th.

On the 29th some over-zealous homesteader was burning grass in the vicinity of the RCAG site and the fire got away from him and burned about 400 acres of land. The fire approached to within 100 feet of the site on three sides and it was necessary to call out the local fire department and all of the P & S personnel to prevent any damage to the site. At about 11 o'clock that evening the fire had burned out with no damage to the facility.

James R. Heay

ILIAMNA

The FSS has had considerable activity during the month, most of which may be attributed to flying sportsmen. Both runways are firm and dry and are in excellent shape. Activity at the airport is up somewhat. ATGS Lloyd E. Patrick has requested consideration for GS-9 like position at Shemya. REMT Gordon Smith remains at Iliamna until a selection can be made for the EMT opening.

Carpenter Woody Griffith arrived during the month to remove the overhead door in the Utility Building and to install siding. Mr. Tino Bigornia and his crew of painters arrived during the month to paint all the houses and sites. With summer here, most personnel are beginning to utilize annual leave. Fishing has been quite good. Visitors during the month included General Jimmy Doolittle here for a couple days of fishing.

Donald E. Darling

KENAI

Our new FSS Chief, Jack Hummel of Yakutat, vacationed in California before reporting for duty here on July 10. EMT Zumwalt has been selected to fill the vacancy at Farewell and will leave by FAA plane June 6.

Touch-up painting is being applied to all quarters buildings where needed. The 41-type still have a considerable amount of moisture in the walls.

J. C. Lawton

KOTZEBUE

ATCS Don Thomas paid us a short visit, arriving May 8 and departing May 10. ATCS Robert Levine departed May 24 for Seattle to spend a few days with his children before our crowded 737 schedule gets under way. SEIT Wilford Shotts arrived May 2 to take charge of the remaining console installation work. Progress since Mr. Shotts' arrival has been outstanding.

Our plumbing project was completed for Anchorage May 6. SMDSP2 Roy Wall paid us a short visit to check up on the quality of power we are receiving. Mr. Wall arrived May 13 and departed May 15. We had a very fruitful visit with Messrs. M. W. Peterson and Fred Allnutt, who arrived May 15. Mr. Peterson departed for Anchorage May 16, but Mr. Allnutt remained through May 22 in order to take a survey of food prices in the local stores (prices were found to be from 40% to more than 100% higher than commissary prices), and to make a study of our property set-up and procedures.

I. E. Williams

NORTHWAY

One half of our duplex recreation building has been relocated to a central station area where plumbing and better heat will be available. We were scheduled to complete the project early in June. The station was advised that the Department of Highways contemplated complete rehabilitation of our access roads to air navigation sites soon after July 1.

Wesley A. Welsh, Station Mechanic Leader, was trained and certified as an Agency Road Test Examiner May 14. Station Manager O. O. Robbins returned from the ninth Management Institute on May 21. SATCS Robert E. Thomas was presented with a Sustained Superior Performance Rating May 28. Mr. Norman Ovitt, new FAA concessionaire, arrived at this station May 30.

WOODY ISLAND

The FAA vessel, Fedair IV, was in dry dock for some extensive necessary repairs, and was out of service for about a month. A small fishing boat, chartered for two days a week, transports the heavier station maintenance supplies while small skiffs are used for light duty, weather permitting.

The Kodiak Independent School District has decided to continue operation of the Woody Island Elementary School for another year.

Another VORTAC siting team, the fourth, visited the Kodiak area during the month.

A joint meeting of FSDO-1 and FSS personnel with local civil pilots was held at Woody Island on May 15. The recreation building was used for showing films and the meeting, after a tour of the FSS.

D. F. Chaffin

ANNETTE

FSS Stinson recently departed to his new assignment at the FAA Academy. In our electronics division, SMDS/4 Carl E. Burgess visited this station to give certification tests for ILS, and Frank V. Loewe and Calvin L. Moore are on leave. Moore departed Annette for St. Petersburg, Florida.

Since the installation of the new Witte engine generator plants at the Gravina Fan and H Marker, we have been able to reduce our visits to that site to once every two weeks. A new automatic fire alarm system has been installed in all quarters and warehouses by electrician Wilfred Bourdeau.

Paul Whitestien, station supervisor for Philco, advised that the Missile Tracking Site at Point Davison is being decommissioned. They expected to have all personnel transferred and equipment removed by June 15. Commanding Officer Walter Curwen of the USCG Air Detachment Annette departed for his new assignment in the district office at Long Beach. Commander Harry Solberg from the Air Station in San Francisco is expected to arrive this month to assume command of the Annette detachment.

Carl E. Fundeen

COLD BAY

The Flying Tiger Line has confirmed its intention to construct quarters for their permanently based and transient crew personnel this summer. They plan to have their facilities ready for occupancy by the end of August. Construction of Tiger's ramp building and Fish and Wildlife's headquarters site is about fifteen percent complete.

Lado A. Kozely, Project Development Officer, Bureau of Indian Affairs, visited Cold Bay to explore the possibility of establishing a native settlement here, providing there were employment opportunities. Robert Matheson, Engineer with the Post Office Department in Seattle, inspected buildings and land that could be used for an improved Post Office facility at Cold Bay.

Our fire chief, Fred E. Barnett, attended the National Fire Protection Association convention in Portland, Ore., and reports that the convention was very educational and most certainly worthwhile.

I took a seven day cruise on the Aleutian Mailboat this month. Although this was not a luxury cruise, it certainly was an interesting one. This mailboat calls at all the little villages out to Nikolski, and after this trip Cold Bay seems like a thriving metropolis.

District No. 3 Supervisor Richard Brown administered certification examinations to our electronics maintenance personnel. All passed. The low frequency range was rewired, flight checked and returned to normal service.

John Hepler, M.D., Medical Officer, visited the station, and attended the sick and wounded, and administered airmen's medicals, as necessary. John Swihart replaced Chuck Folmer as station manager for Reeve Aleutian Airways, and Bert Hale replaced Earl Brassard as station manager for The Flying Tiger Line. Fred H. Day arrived and assumed his new duties as Official In Charge of the local Weather Bureau Airport Station.

There was a considerable increase in VFR flying in the Cold Bay area due to some unseasonable weather, and the advent of bear season. This represented the second largest VFR month since the station was commissioned. The most active month was May, 1962.

Joel R. Caudle

FAREWELL

May was a bad month at Farewell, as we suffered through several illnesses. Sunday, May 25 at 2:00 a.m. Mrs. Bud Dodge was taken violently ill. When Mrs. Adams, our RN, arrived Mrs. Dodge had apparently stopped breathing. The Station resuscitator was used and in about twenty minutes the patient was breathing on her own but was having convulsions. Dr. Matthews was called and arrived in approximately two hours via FAA aircraft, Bishop and Hanson flying the plane. Mrs. Dodge was taken to the hospital in Anchorage where she underwent a series of tests. Bud Dodge accompanied his wife to Anchorage.

Air traffic took a marked increase during May. Fine light plane weather brought out the VFR cross-country flyers.

MINCHUMINA

Donald Kent began and finished his Pilot Weather Briefer course in record time of three weeks. He burned plenty of midnight oil to do this and made a high grade on his final exam. Mr. Val Blackburn, local guide, received the dealership for the Maule aircraft in Alaska. Station Mechanic Gail Thiede departed for a month sojourn Stateside. Clifford Springberg arrived to act as Station Mechanic during Gail's leave.

Our lawns wintered fairly well but had to be reseeded in spots where the snow blew clear of the ground. They are nice and green now. The runway withstood the Spring thaws in fine shape. Roads are in good condition and all equipment is ready to go except the garden tractor which is waiting for parts.

R. H. Collins

YAKUTAT

All flight service specialists have completed the VOR and Voice Training programs to date and are all showing satisfactory progress and interest.

FACF J. Hummel, ATCS J. Helfrich, Mechanic Lester Anderson and Foreman Mechanic Fred Miller departed on May 9 on a familiarization trip to Whitehorse, Skagway, Haines and Gustavus. Purpose of the trip was to obtain a better knowledge of the Alsek River route and customs procedures on trans-border flights. FACF J. H. Hummel was transferred to Kenai FSS effective May 19, 1963. ATCS J. N. Lockard is acting FACF; and FACF H. D. Griffith arrived from Bethel on May 28, 1963. Nav/Aid SEMT Roy Soignier completed a 12-hour Standard First Aid course. Edmond Desautels, SMDO-4, gave the VOR and TACAN certification exams to SEMT Donald Treichel and Nav/Aid SEMT Roy Soignier.

A general cleanup of both housing areas was made with a good turnout of personnel. Half of the approach lights have been painted, as has the wind sock tower. The rest of the approach lights and house roofs will be completed when weather permits.

Most of the station personnel and dependents have been taking advantage of the immunization clinics being held by the public health nurse this month.

Fred O. Miller

FORT YUKON

Very warm weather during the first two weeks added momentum to the spring clean-up program, but was also responsible for a rapid breakup, with associated high water in the village and surrounding areas from the overflowing Porcupine river. Cooler weather during the latter two weeks gave all personnel an opportunity for a short breathing spell.

Ice in the Yukon River made an orderly exit, beginning May 10. Very little

erosion of the river bank in front of the village was experienced, as compared to last spring, although the water level was quite high for several days.

EMT trainee David Shewfelt entered on duty at Fort Yukon on May 12. Dave has resided in Fort Yukon for several years, and is considered a valuable addition to the staff.

Flight Services have shown a normal seasonal increase. Fish and Wildlife Service activities in this area have generated a great deal of this additional commercial activities.

Robert D. Thomas

CORDOVA

On May 15, Middleton military withdrew most of their activity on Middleton Island. Our function as a tie-in for military remains the same until word is received otherwise.

All Specialists did an excellent job during the Cordova City fire and afterwards handling extra traffic, etc. As a result of the fire in the city of Cordova, the telephone service from Cordova to Anchorage was inoperative. At about 10 a.m. on May 2, telephone service was restored to Anchorage via a cable patch at BSW and using a handset for ringing the Anchorage operator. On the 11th, ACS at Anchorage ordered all emergency patches removed. This resulted in our having to use the Maintenance Interfone circuit, via BSW for long distance calls; the Cordova link being still out of service.

On the morning of the 12th, at our request, the emergency patch was replaced so that telephone conversations would be private. Normal telephone service was restored to Cordova and long distance via the Cordova exchange at 5 p.m. on the 14th.

Station Manager Thomas Cianfrani departed for his new station in Anchorage on May 26.

Leonard E. Zaber

MOSES POINT

VFR activity has shown a slight increase during the month; aircraft landings have about doubled over the preceding month.

The first water haul along the beach following break-up proved to be extremely difficult. The trail had been washed out in several places, requiring considerable repair.

We are looking into the possibility of building another road from the Range to Iron Cheek, locating it back from the beach a short distance.

Everything has been progressing smoothly. The change of personnel has stabilized somewhat and most of them should remain for at least another year.

Darell G. Bricker

UNALAKLEET

High water washed out the bridge at North River, leaving the White Alice site stranded. The station furnished a dump truck and driver for two days to replace a section of road and approach to the bridge. Spring cleaning and station outside painting is in progress.

New arrivals for plant maintenance are James Oksoktaruk from Nome for utilities mechanic and Marvin Kirby for heavy duty mechanic. Kirby is from Haines, Alaska.

The Robert Mahoney family returned from PL 737 leave, and the Frank Hathorn's departed on leave in the Anchorage area.

Alaska Airlines are attempting to obtain funds for a new terminal building out at the field and should know soon if it will be possible to proceed with their plans.

Donn F. Baker

FAIRBANKS

Bill Murphy spent the last three quarters of May and the first part of June in Anchorage on an administrative training assignment.

Harold Anderson's wife went "outside" for three weeks in June leaving Andy to watch and care for their five children. She snickered off to America saying, "I won't miss them a bit but Andy sure will be glad to see me come back!"

Ron Logan flew down to John Costello's wedding in a 65 hp fabric plane. His wife, Helen, took a less rugged tour via trusty pickup. Their projected vacation was marred by a slight accident. A couple of days before going to Anchorage their number three daughter, Carol, came running to the house after a nasty fall in the street with an extra bend in one arm. "Doctor" Ron looked at the arm and diagnosed, "It looks like you have a bad bruise there." Some time later Carol said, "Daddy, would you like to sign my cast?"

Charlie Stack shook the PL 737 foundations when he filed for a new contract this year. There was some talk that the Agency offered a DC-3 until Charlie explained that fifteen people and six-weeks baggage wouldn't fit into anything smaller than a C-123.

Dave Finch broke his silver wings when a surprise tail wind pushed his airplane beyond the end of the runway into a Fort Yukon stump farm.

Gabe Wessley and Ron Logan spent two and a half days under a shade tree in Bill Boode's yard putting a new engine in Gabe's pickup.

Clay McGuire is in the process of building a pre-cut house in Hamilton Acres. Milt Morrison is now certified in all phases of radar. Bert Matthews planted a corn crop out on Bill Goode's homestead.

John McDowell plunked down the cold cash to get his commercial pilot rating. Jim Wojnas transferred to King Salmon. Once there, he bought a boat, a motor and some heavy fishing tackle in time to catch the first run of silver salmon.

Erland D. Stephens

NENANA

Field activity has increased with good weather. Flight instructors from Clear are using our facilities considerably.

As warmer weather came with official breakup early in the month it was necessary to strip snow from all roads quickly as possible.

With breakup came soft runways for a couple of weeks, and a portion of the long runway was closed for a couple of weeks. Engineers Pilgrim and Thomas were in for two days surveying for our new access road.

The summer work program is well underway; we are cutting brush back from runway intersections to provide better visibility for pilots and from FSS. Foreman Mechanic Arthur Schmuck departed on PL 737 leave, with Mechanic Howard Trowbridge relieving.

Ralph L. Hazleton