FAA HORIZONS

SEPTEMBER 1963

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

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COVER: John Costello, a technician in the Aircraft Safety Facilities Section at NAFEC, inspects the throat of the fire test facility at NAFEC. Costello has extensive training and experience in general environmental test work on aircraft components and equipment. (See NAFEC story on page 3.)

Who's Who and What's What

DONALD HOUGHTEN, Chief of the Safety Education Section in the Headquarters Operations Division of Flight Standards, has been awarded a $500 cash prize and a certificate for suggesting a way to avoid inadvertant penetration of restricted area complexes.

"THE FAA SAFETY STORY," a discussion centered around the work of Joseph C. Caldwell, Occupational Safety Officer in the Southwest Region, is told in the August issue of the *National Safety News*.

MELVIN N. ASHER has been assigned to San Antonio and Donald E. Higgins to New Orleans in the expansion of the Southwest Region's Personnel Management Specialist program.

IN A LETTER to Administrator Halaby, Mrs. Laura T. Zerener of Arlington, Va., expressed her appreciation for the excellent assistance she received from the Wheeling, W. Va., FSS. She also commended the Cleveland and Pittsburgh Stations who collaborated in locating her position while she was flying a light aircraft from Detroit City Airport to Washington, D. C. While trying to remain clear of clouds fuel consumption was greater than that planned for her original course. "Therefore," she wrote, "deciding to refuel at New Philadelphia, when I passed over Newcomerstown Omni, I changed course to 015 degrees on a 'From' heading. When my ETA had passed without recognizable checkpoints in view, with visibility lowering considerably, I checked other VOR's in the area and found that there were three others within .6 megacycles and 50 miles of Newcomerstown. Although the call sign was Newcomerstown, I realized that the radial signal might be from any one of the four stations. Determining which was a luxury I could not then afford. With approximately 30 minutes of fuel remaining (over the reserve), I contacted Newcomerstown Radio explaining my predicament. Their immediate reply and understanding cooperation not only located my position and directed me to the Wheeling-Ohio County Airport, but maintained my presence of mind from the moment of first communication contact with them. Never before having had occasion to call for such assistance, I am particularly impressed with the efficiency, courtesy, and understanding shown by these men. Knowing assistance is available, and the attitude with which it is given, in such emergencies is truly heartwarming and reassuring. . . ."

THE AGENCY got its first feminine military officer when Captain Marie Killwey, USAF, reported to the Systems Research and Development Service at Headquarters in August. During her three-year tour, she will be military coordinator on radio frequency planning and guidance projects, conducted jointly by the military and the FAA.

ON PAGE 15 of the July issue of FAA HORIZONS the article concerning the rehabilitation of a little girl in Western Honduras carried the name of one of the ladies who helped as Mrs. Lemuel Bell. We have been reminded that the lady's name is Mrs. Lemuel Ball. Our apologies to Mrs. Ball and the Agency's thanks to her and the others who so generously gave of their time and effort to help.

ANYONE FOR TWENTY? While our business is not necessarily that of taking a census, it has been brought to our attention that Theresa Mahoney, a secretary in AT-120, has 18 brothers and sisters. In addition to Mr. and Mrs. Mahoney (of Erie, Pa.) there are a dozen boys and seven girls ranging in age from 28-year-old Jim to 20 month old twins, Mark and Matthew. Theresa has been working for the Agency for two years.

NAFEC . . .

Where Ideas Take Wing

NAFEC Manager William F. Harrison runs the "firm" for FAA.

When Orville Wright, bucking a 25-mile headwind, lifted his rickety contraption from a sandy slope at Kitty Hawk, N. C., in December 1903 to become the first man to make a powered flight in a heavier-than-air machine, the only flight instrument aboard was his pocket watch.

Even so, he was over-instrumented—his flight spanned 120 feet and lasted only 12 seconds. But brother Wilbur, in the fourth flight that same day, flew 852 feet and he was airborne a full 59 seconds! Clearly, the time was at hand to start thinking about aircraft instruments and aids to flight: tachometers, altimeters, and all the rest, and especially instruments that would enable an aviator to fly in any weather, day and night, and even land a plane without visual contact with the ground.

This line of thinking hasn't ceased. In fact, it has become intensified to match the performance of today's and tomorrow's aircraft. Some of the keenest and most productive thinking along these lines is taking place at the Agency's National Aviation Facilities Experimental Center (NAFEC), 12 miles west of Atlantic City.

Here, on 5000 sandy acres studded with 200 buildings and crisscrossed by runways nearly twice as broad as Orville Wright's first flight was long, 2100 skilled technicians, practicing 150 different crafts and professions, work to make flying even safer than it is.

Here the search for flight safety follows many paths. The Systems Research and Development Service is pushing hard and making steady gains in four major areas—Air Traffic Control, Air Navigation, Airports, and Aviation Weather.

Making aircraft and their components safer and more dependable is the job of Aircraft Development Service, headed by Melvin N. Gough. Its charter spells out its role in straightforward language: "to undertake or supervise such development work and service testing . . . to improve aircraft, engines, propellers, and appliances" and "to promote safety . . . by prescribing and revising . . . minimum standards governing design, materials, workmanship, construction, and performance of aircraft."

With approximately 80,000 general aviation aircraft in the U. S. air fleet, a fleet that is growing at the rate of some 7000 a year, research and development activity at NAFEC can only increase.

Joseph D. Blatt, Director of Systems Research and Development Service, speaking at open-house ceremonies marking NAFEC's fifth anniversary, told his audience how the Agency plans to keep pace with, and even ahead of, the swift march of aviation. He said FAA has asked Congress for $10 million in the FY-64 budget for "concrete, bricks and steel construction to give you a sense of permanence."

Twenty-two million dollars have already been spent on major technical facility improvements since the Agency took over this WW II Naval Air Station in July 1958. NAFEC was formally transferred to FAA by Executive Order on November 1, 1959. The old WW II buildings with only minor renovations and modification are still in use with most of them filled with experimental equipment and facilities.

Not included in the above sum are the buildings, which enclose 750,000 square feet of floor space, there are three operational runways at, one 10,000 feet long and 200 feet wide, the other two, both 150 feet wide, extend for 6000 and 5000

To learn safety limits in takeoff and landing on a slushy runway NAFEC engineers used 25,000 tons of crushed ice in this realistic test with an FAA 720.

feet respectively. Important changes have been made to the runways to meet FAA test requirements. Over 2000 lights dot the 10,000-foot instrument runway, used mainly in the evaluation of touchdown area lighting, centerline lighting, and high-speed turn-off lighting.

NAFEC has a fully operational Measurements Range used to collect scientific data on the performance of experimental equipment under actual flight test. Precision electronic and optical measuring and recording equipment make the range one of the most accurate in the world.

They Deliberately Drop Planes

Towering above the pines at NAFEC is a Rube Goldberg forest of communications antennae ranging in kind from the most rudimentary radios to the most advanced radar beacon interrogator. Elsewhere on the experimental complex are two upright steel towers joined at the top by a cross bar. As unadorned and functional as a baseball bat, this rig bears the fancy title of "drop facility" and its purpose is scientific, but its modus operandi is simplicity itself—it hoists aircraft and components, weighing up to 30,000 pounds, as high as 30 feet, and drops them on the cement below. Why? Engineers hope to learn more about the effect of shock and impact on aircraft structures.

For fast figuring, and for later instant recall of what was figured out previously, one room at NAFEC is packed with electronic computers that have at their "fingertips" some 38,000 items of aircraft information, and if the occasion warrants, the computers can reach way back and dredge up an additional 98,000 bits of airplane facts and figures. Ever obliging, each machine can lay this information on the line, literally, at the rate of 600 lines a minute.

Fire, always a subject of prime interest to aircraft users and operators, is a major area of inquiry at NAFEC. Experiments conducted in the NAFEC Fire Test Facility disclosed that engine fires at certain speeds become "cannibalistic," that is, self-consuming, even after the flow of fuel is shut off; the engine metal itself ignites and sustains combustion.

Gelatanized Fuel Studied

Post crash fires, their prevention and suppression, occupy considerable thought and effort at NAFEC. Looking ahead, Aircraft Development Service officials recognize that supersonic transports may take off with considerably more than 50 per cent of their weight in fuel. With this tremendous fuel load, crash landings, especially on a rejected takeoff, present problems that are being attacked in various ways. Experiments are going forward in improved fuel cells, ignition suppression, and even involving chemicals that will "gelatinize" fuel and render it less combustible through the introduction of compounds already in use in oil well firefighting.

Supporting the efforts of Systems Research and Development Service and Aircraft Development Service on the spot is NAFEC Manager, retired Air Force Col. William F. Harrison, an intense, hard-driving six-footer in his early 40's who is fond of referring to the NAFEC complex as the "company" or "firm" and the results of development work as "dividends." He makes it plain that he expects dividends promptly and regularly.

The "company" is quite large, to understate the case. In FY '63 the Agency budgeted $63-million for research and development, of which $29 million was earmarked for NAFEC R&D projects. For FY '64 the Agency has asked for $50 million for R&D, of which $20 million will be spent in NAFEC projects.

Big Bill Harrison's "firm" has an impressive backlog of orders—300 active projects and tasks in varying stages of progress, with another 135 assigned and now undergoing preliminary investigation in the Evaluation, Experimental and Research Division at the Center.

Prominent among developments is an all-weather landing system, an Americanized version of the colorfully named British system, BLEU. Stretched out, BLEU stands for Blind Landing Experimental Unit. By subtracting and adding components NAFEC engineers evolved an all-weather landing system only distantly related to BLEU.

The moveable, or flyable part of the American system prototype is installed in an FAA DC-7 (one of 20 Agency aircraft based at NAFEC) which was flown to England where it was instrumented with parts of the BLEU system. Almost at once it became apparent that changes would have to be made.

American and British views differ on just how automatic an all-weather landing system should be. The British are all for "hands-off" completely; the Americans side with the view that the pilot is in charge at all times and should be able to "override" the automatic system at critical points.

Cockpit Monitor Tells Story

Heart of the American system is the improved Instrument Landing System (ILS), available at most major American airports in combination with equipment aboard the plane. A cockpit-mounted monitor display shows the pilot how the system is performing. The system can land an airplane automatically but the ability of the pilot to take over if necessary is an added safety factor.

A plane equipped with the system does not have to be flown to the immediate vicinity of the runway by the pilot; all he has to do is bring it within 135 degrees of the runway, at about 1500 feet altitude, several miles out. The system will then control flight automatically until the wheels are on the ground.

Aside from obvious safety implications, experts estimate $60 million could be saved by greatly reducing rerouting of traffic to alternate airports, reducing the amount of time planes are stacked above airports or in "hold," and even in more dependable timetables.

Is the system dependable? The Agency's DC-7 has been landed hands-off more than 1,000 times, all without incident and FAA officials are taking it on a coast-to-coast demonstration tour to major aviation centers to show how the system works. When the system will be in general use is an open question but aviation operations people say 1966 is a reasonable date.

With the supersonic transport, designed to fly at 1500-2000 miles per hour, a "live" project in the U. S., and with similar aircraft well beyond the planning stage in Europe, the future, understandably, is frequently referred to in the present tense at NAFEC. If the future is not actually upon us, it is approaching, literally, at supersonic speed. This same airspace that will be sliced by the whine and whoosh of sonic and supersonic aircraft will still be inhabited by planes tooling along at 100 miles per hour and upward.

Sorting this traffic, keeping it sorted, and using the available airspace to best advantage, is a subject of more than passing interest to NAFEC scientists, engineers, and technicians. Something like 2.5 million flights a year are controlled under IFR (instrument flight rules) but about 22 million are VFR (visual flight rules), that is, uncontrolled from the ground. With an estimated 7000-a-year growth in the U. S. general aviation air fleet the problem gets bigger automatically.

To keep air traffic control within manageable bounds, and to make meaningful plans for the future, serious minded engineers at NAFEC have enlisted the services of semi-skilled workers, women for the most part, to play "let's pretend we are pilots." The object is not relaxation, however. Few

endeavors in aero-research are more seriously pursued than this game of simulation. While the flights are imaginary none are flights of fancy.

In an instrument-packed room, these women pretend they are pilots, actually in flight. They work from a "script" prepared by air traffic experts and their role is to transmit in-flight information—altitude, speed, destination, emergency situations etc.—and request guidance and advice from air controllers working with operational control equipment in an adjacent room.

The problems are real, as real as mid-air collisions and near misses. (Last year some 400-plus near misses were reported.) The combined use of simulators and computers, playing the game of "let's pretend" enables the Agency to solve control problems and air traffic patterns in weeks, rather than years, at a fraction of cost not only in dollars but, potentially, lives. Some problems could not be solved at all because of their magnitude. To study the feasibility of making major changes to the traffic pattern at Washington National, or Los Angeles International or Idlewild without the aid of simulators could possibly involve shutting down the airports to test the new patterns.

Simulation is too weak a word to describe the authentic reproduction of imaginary air traffic conditions created at NAFEC—true conditions are flawlessly counterfeited with a skill that defies detection. The sham is so complete that controllers and "make believe pilots" regularly lose themselves completely in their tasks and the air crackles with messages framed in the language of urgency.

Once a problem has had a chance to develop, controllers are confronted with dozens of planes on their screens, flying at different altitudes and speed and contending with a mixture of weather conditions that force decision to reroute traffic, hold it in stacks, or clear it through for routine or emergency landings. Complicating the picture is an occasional plane, sans radio and flight plan, which flits willy-nilly through the established lanes of traffic like a jay-walker bent on suicide.

Keeping aircraft from colliding with each other is a vital part of the NAFEC story but planes are subject to other impact hazards—birds, ice, hail, heavy rain, lightning—and digestive problems caused by ingesting birds and miscellaneous debris into the powerplant.

An Air Gun Impact Facility containing a high-velocity 6-inch bore gun and a lower velocity 8-inch bore gun explores damage caused by birds flying into various parts of an aircraft. The 6-inch gun has fired four-pound dead birds and plastic wrapped hamburger at aircraft components at speeds up to 540 knots and is believed capable of supersonic speeds. The 8-inch gun can propell bird masses up to 15 pounds, or may be filled with single and multiple inner barrels for hailstones up to two inches in diameter.

Crash impact is simulated by the Catapult and Track facility which consists of an operations building, a 300-foot-long track, and a carriage powered by a hydraulic catapult. The track is equipped with two arresting engines to stop the carriage. The catapult can accelerate a 2000 pound test specimen to 100 mph.

At NAFEC they have . . .

This is an unfinished story, a story that can't be brought to a tidy end because the search for air safety is a story without end. As long as men fly they will enter a realm of potential danger—NAFEC is dedicated to reducing this danger.

Orville Wright's pocket watch is still a basic part of aircraft instrumentation but it has now been joined by scores of instruments devised to make flight safer and safer. And more will be developed.

Terminal area radar display for metering and sequencing arrival of aircraft on approach. Device has "reach" of 100 miles but aircraft are usually engaged at 50 miles. Console can simulate traffic handling in terminal areas.

(Above) This grandpop of air traffic control simulators, developed about 20 years ago, is being replaced by newer simulators. Radar scope (below) reflecting random aircraft and "discrete" targets identified within squares. Numbers and letters give aircraft data.

This display console (actually a closed circuit TV) permits operator to process flight plan information into a computer. In proper engineer language it is a component of Computer Driven Simulation Equipment, or briefly, CDSE.

John B. Hogan

HQ OPERATIONS CHIEF NAMED

Wheels began turning officially at the newly-created Office of Headquarters Operations in Washington on July 1, when John B. Hogan, Manager, and his associates opened their doors for business.

In addition to Hogan, HQ lines up as follows: Deputy Manager, Mary E. Healy; and Executive Staff directed by Dana L. Scott, Executive Officer and set up in three sections, Operations Analysis; Budget and Fiscal, Morris Waxman, Chief; Directives and Paper Work, Priscilla Snyder, Chief.

Heading the Compliance and Security Staff as Chief, is Armin Roseman.

Six Divisions complete the organization: Personnel Operations, B. F. Zvolanek, Chief; Accounting Operations, Andrew C. Elwood, Chief; Offices Services, James A. McEnrue, Chief; Publishing and Graphics, William E. Murphy, Chief, Data Processing, William F. Swartzel, Chief, and Library Services, Wilmer H. Battz, Chief.

DON'T KILL YOUR SICK LEAVE

The average Federal employee could not afford to buy sickness and accident insurance that will pay his full salary, at age 50 for a year and a half regardless of illness or disability.

But that is what your sick leave can offer if you conserve it for use in a real emergency. If you can save sick leave and permit it to accumulate, your benefits mount as follows:

13 days sick leave accumulated for—
10 years—130 days or 1040 hours
15 years—195 days or 1560 hours
20 years—260 days or 2080 hours
25 years—325 days or 2600 hours
30 years—390 days or 3120 hours.

One day, perhaps when you least expect, your sick leave "insurance" may prove invaluable. It will pay off in dollars—and sense.

CSC ASKS FOR CHANGE OF DUAL COMPENSATION LAW

The Civil Service Commission again has asked Congress to overhaul the outmoded dual-compensation, dual employment laws pertaining to the employment of retired military personnel in Federal civilian positions and the employment of Federal employees in more than one job in the Federal service.

Essentially the same legislation was submitted to the 87th Congress last year but was not enacted. If passed this year, it would be effective January 1, 1964.

The proposal asks for two principal changes: a revision of the Veterans Preference Act to eliminate special job protection and other special benefits for retired military careerists hired in the Civil Service in the future; and a revision of the law which prohibits most Federal employees from holding more than one Government job.

Major Changes

The proposals, which would repeal 40 existing statutes generally agreed to be confusing and inequitable, and which have resulted in over 200 Controller General decisions, would make these major changes:

- Require military retirees to start their civilian Federal careers on the same basis as other newcomers to Government. Under the CSC proposal they no longer would get special preference for appointment. Nor could they count their military time toward reduction-in-force retention points, for additional annual leave, or for civilian retirement purposes.
- Allow the Government to hire any qualified retired military person and permit him to retain the full salary of his civilian job plus the first $2000 of his retired military pay plus 50 percent of the remainder, if any. However, the President could grant exceptions to this limitation to meet special Government employment needs.
- Open the way for Federal employees to work part-time in other Government departments if their services are needed. The CSC asked for authority to exempt employes from the limitation of only one Federal job if their services are needed and not readily available elsewhere. One example is part-time work in the post office during the Christmas rush. Or, Interior or Agriculture Departments might want to hire critically needed and available Federal employes as emergency firefighters.

The CSC proposals would not apply to non-career military people—specifically those with less than six year's military service.

Neither would they apply to:

- Military retirees already on the Federal pay roll.
- Those whose retired military pay is based on combat disability, or disability caused by an instrumentality of war incurred in line of duty during time of war.

Present dual compensation laws provide widely-different treatment for military retirees.

There is a $10,000 limit on the total of retired pay and civilian pay which can be drawn by regular officer retirees, or by disabled regular officers whose disability is not combat-connected or instrumentality-of-war connected.

There is another law which says a regular officer or warrant officer retired for reasons other than line-of-duty disability can't hold a civilian job if his retired pay is more than $2500 and can't hold a civilian job paying more than $2500 if his retired pay is less than $2500.

No Restrictions

But there are no restrictions whatever on dual pay for:

- Enlisted retirees with retired pay based on enlisted service.
- Retired reserve officers with retired pay based on reserve service.
- Retired officers with disability pay based on combat-connected or instrumentality-of-war disability.
- Retirees appointed as officers of the Army of the U.S. without component under the act of Sept. 22, 1941, and retired for disability under the act of April 3, 1939.

The net effect of this confusion of laws is to exempt the great majority of military retirees from dual pay restrictions, while imposing completely unrealistic restrictions on most retired regular officers.

However, military personnel now holding Federal jobs could elect, on the day before the effective date of the proposed legislation, to have the present dual compensation provisions apply to them and retain the benefits they now receive stemming from their military service.

In forwarding the proposed legislation to Congress, the CSC has emphasized that in addition to correcting inequities concerning the employment of retired personnel, the new act would open up a new source of skills needed by the Federal Government and would drastically reduce the administrative problems which presently exist.

History in the Making — New NY ARTCC Commissioned

At 2 AM on Sunday morning, July 21—while most of the northeast slept, old New York Center at Idlewild Airport silently passed into history. The transition from old quarters to new—and the control of the more than 2800 aircraft that daily transit its area, was accomplished smoothly, and without incident.

As Eastern Region officials watched final switches were thrown, and control from the Idlewild site, used since 1956, was transferred to the new, ultra-modern facility at Islip.

Regional officials present for the history-making changeover—NY Center is the world's largest in terms of aircraft handled—were Oscar Bakke, Regional Director, Wayne Hendershot, Deputy Director, Robert M. Brown, Chief, I & M, Ernie Gayle, Chief, SMD, and C. H. Newpol, ATD.

Acting Center Chief James Boyle, Assistant Center Chief Al Riccio, and SMS Chief James Hanley were on hand to insure rapid-fire coordination as zero hour approached.

A hearty "well done" was emphatically expressed by Regional Director Oscar Bakke and Regional Division Chiefs to all personnel who contributed to the success of the commissioning.

Once a beehive of activity, the old New York Center fades out quietly as Acting Center Chief Leo Tedesco pulls a symbolic switch signaling final cutover. (l. to r.) ATS A. Daniels, H. Brown, and Tom O'Connor.

Systems Maintenance makes a final check on RBDE-5 radar equipment. (l. to r.) SMD Chief Ernie Gayle, SMS Chief Jim Hanley, Assistant SMD Chief Lou Cardinali, and Maintenance Operations Chief Joe Ortiz.

Robert Brown, (left) Installation and Material Division Chief, checks out an air conditioning master control panel at the new Islip Center with Hugh McEvoy, Chief, Communications and Data Processing Unit.

In a dramatic last minute flurry of action just before cutover, Regional Director Oscar Bakke (center) makes a final check to insure that all systems are "Go". History was but minutes away at this point.

I&M and SMD crews join forces for equipment checkout as zero hour approaches. Left to right: Radar Engineer R. Jenkins, Electronic Maintenance Technician Eugene Rosenbaum, and Radar Engineer Joe Ram.

The Watch Supervisors Desk is a focal point of all activity as word of the official commissioning is awaited. Each man is intent in his own part of the tense action as it unfolds in the turbulent room.

In a scene reminiscent of Jimmy Durante's famed TV sign-off, "Goodnight, Mrs. Calabash, wherever you are," ATS Carl Anderson is the last man out as the old New York Center moves into the shadowy pages of history.

METZ, BOWES, FIGURE IN LIFESAVING INCIDENTS

Protecting life may be an everyday occurrence in the lives of the Region's Air Traffic Control Specialists, but saving lives—on the ground—is a little extraordinary. This was demonstrated in two different locales by two different ATCS.

In Early May, ATCS Daniel Metz, NY ARTCC, learned that a patient undergoing an open-heart operation was in immediate need of "O" type blood. Metz donated the rare blood after being administratively excused for a few hours—and returned to work. It was later discovered that the operation at Bellevue Hospital, NYC, was a success, and that a sufficient amount of blood had been donated to save the patient. A pint of blood and a few hours' time may seem to be a comparatively small contribution to make in this day and age, but in this instance it was significant enough to save a man's life and earn a family's lasting gratitude.

Later in the month, Cutler Bowes, ATCS, Boston Center, and two male companions, were cruising in a 26-footer in Long Island Sound when the boat was swamped and overturned by choppy seas. After clinging helplessly to the boat for more than an hour, Bowes, a strong swimmer, decided to swim to the mainland for help. The two companions were saved through the combined efforts of Bowes' swimming and the Southampton Coast Guard, whom he alerted.

*TELLS WHO WON SSP AWARDS

Sustained Superior Performance Awards were recently presented to Flight Standards Division personnel by Division Chief Chris Walk. Above, left to right (awardees are starred) first row: Chris Walk, Chief, Flight Standards Division; A. Vetere, Chief, Management Staff; *F. Orioles, Secretary; *A. Neibling, Secretary; *H. Ross, Administrative Assistant; *M. Barrows, Secretary; *M. Swihum, Secretary, *E. Hussey; Management Technician; *M. Goolsby, Management Officer. Second row, left to right: W. Crosby, Chief, General Aviation Branch; F. Olsen, Asst. Chief, Aircraft Management Branch; J. Shipp, Asst. Chief, FS Division; H. Simcox, Acting Asst. Chief, Air Carrier Branch; *V. Abbondolo, Program Control Analyst; A. Maugeri, Chief, Aircraft & Avionics Maintenance Section; *J. Karuss, Electronic Technician; J. Vogel, Supervisory Aerospace Engineer; *H. Smith, General Operations Inspector; R. Kleinert, Supervising Inspector, FSDO, LaGuardia.*

Asian Aviation Representatives On Training Tour of N. Y. IFSS

International Liaison Officer Ted Uebel (2nd, left) discusses Air Traffic Control with visiting "Easterners" during inspection tour of New York IFSS. Above, left to right: Nguyen Phuc, Aeronautical Telecommunications Controller, Directorate of Civil Aviation, Saigon, Vietnam; T. Uebel; Chulan Sarwar, Communications Operations Specialist, Civil Aviation Dept., Karachi International Airport, Pakistan; and Gene Moore, Training Officer, NY IFSS.

Rotocraft Association Meet at R-D Attracts 'Mini-Copter' Set

Assistant Chief, William T. McKinney, Raleigh-Durham Control Tower (right) chats with Eldon E. Davidson, Ass't Manager Raleigh-Durham Airport (center) and Igor Bensen during first annual Fly-In of the Popular Rotocraft Association, of which Bensen is President.

"Men Behind the Men" In the Eastern Region

Just as vast quantities of stone make up the foundation of a pyramid and supports the stone on top, so it is in Eastern Region with the "men behind the men" who constitute the formidable team to back-up the control operations—Systems Maintenance personnel.

Theirs is a highly-technical monitoring task, one of continuously performing inspection and maintenance of all systems—enabling Eastern Region to give instant response to all aircraft using the nation's airways.

Round-the-clock surveillance by these trained specialists of the regional Systems Maintenance force quickly corrects malfunctions of Navaids, Radar, Communications, Plants and Structures systems and insures optimum 24-hour operating capability.

The scrambled initials of ILS, DME, VOR, TACAN, ASR, PAR, ARSR and SECRA have definite meaning to the more than 2000 personnel working in Systems Maintenance within the Eastern Region. They can truly be called the "men behind the men." For without doubt, their continuing efforts are an additional premium insuring added safety in the air and on the ground.

Walker Hoffman, electronics maintenance technician, SMD, foreground, performs an audibility and voice-level check with Richard Wern, ATS, for voice recordability at NY International Airport. About 43,200 feet of tape is used during a 24-hour period. At the end of 30 days the tapes are demagnetized and reused.

At LaGuardia Airport, John Lupack, electronics technician (left), briefs his chief, Herbert Pelton, SMS-35, during a check-out of the glide slope monitoring system which enables aircraft to assume the proper runway approach angle during landings. Safety is their big job.

Navaids, radar, communications and power plant systems connect like arteries into the IFR room at New York International Airport. Electronic specialist Leonard Gottesfeld, SMS-33, rechecks the "innards" of one of the components vital to the functioning of the radar track.

LaGuardia Airport electronics technician David Powell, SMS-35 (above), adjusts Precision Approach Radar. PAR-2 is "pulled" for on-the-spot adjustment. C. Sabella, Electronic Maintenance Section Chief (below l.), tests connections with E. Simon, Chief, SMS-33, NY International.

Repair of a base structure for a remote radar site eliminates time-consuming commercial repair contracting. Michael S. Cirillo, Machine Shop Leader (right) is assisted in a repair spot weld by Tony Savarese on an antenna light mounting.

Carter Kyle (left) assists John T. Rogers in testing a teletype writer keyboard in the special instrumentation section of the shop. Both are Electronic Maker and Repairer rated. This is work demanding much skill and great patience.

Mechanical Magicians Man Lab-Fab Shop

Men of the trades have an unlimited opportunity to exploit their talents in Eastern Region's Lab and Fab Shop. There, literally everything can be accomplished; that is, within the realm of the unique skills of those working in this essential department.

An assortment of electrical, mechanical and refinishing equipment ranging from saws, drill presses, lathes, sheet metal and tube bending machines, up to and including electronic test instruments, give the shop a wide latitude of diversified capability. This enables lab technicians to repair, fabricate and maintain delicate, intricate and novel devices, as well as regular administrative-type items.

Size and shape? It really doesn't matter. For limitations are imposed only by physical space, materials and budget—and the same holds true for either complicated or simple projects.

A case in point was the recent fabrication of specially-made fluorescent light holders to be used at the new New York Air Route Traffic Control Center at Bohemia, Town of Islip, N. Y. Ingenuity combined engineering skill and Lab and Fab knowledgeability and brought about an improvement, and the new holders are now in use.

Engineers blueprinting new or revised instrumentation utilize the Shop to develop prototypes for thorough testout purposes. Through test after test, the item is perfected where it can then be provided to commercial contractors for production,—or if the requirement is small—fabricated by the shop. This "elimination of error" process reduces contractual costs, and helps expedite the procurement of essential equipment.

A conservative estimate of annual savings could well hit a dollar high in the area of six figures. And this is accomplished in many ways—quick repair of items of equipment or furniture, fabrication of devices or items which improve utilization of existing equipment, or production of small quantities of gadgets. Metal or wood, or any combination of normal materials can be jig-sawed together to fit the exacting requirements of the multitude of projects tackled. If a need exists, the Lab and Fab Shop can do it—well, almost anything, that is.

Electronic Equipment Maker and Repairer Donald Kenny (left) repairs a Transceiver with Arthur Bowen. The Fabrication and Laboratory Shop repair operation facilitates near-immediate reuse of items not in use because of breakdown.

The final touch is given a prefabricated loop jack cabinet made for a teletype machine by Michael Cirillo. These and many other custom-made items are fabricated at a substantial dollar and time saving. Repaired parts look factory-new.

EASTERN REGION, MAINE EMERGENCY GROUP MEET

A workshop was combined with a meeting of the State of Maine Emergency Planning meeting at Augusta, Maine, in late June, 1963. FAA collaboration with Maine Emergency Resource Planning Committee and Transportation Task Groups for Air was defined for attending Federal, State and local representatives. The advent of Exercise "Survival East" highlighted the role played by States in the test. Above left to right, Vincent T. Guccione, FAA Defense Readiness Officer; John Nichols, Office of State Director of Aviation, Maine; Gerry Fielder, Supervising Inspector, GADO Portland, Maine; John E. Cosgrove, Assistant Director for Federal State Relationship, Office of Emergency Planning, Washington, D. C.; Leslie H. Stanley, Director of Emergency Planning, Maine; Steven B. Shaw, Administrative Assistant to John H. Reed, Governor of Maine.

Riley Leaves Agency for Stint In Air Force As Legal Officer

Above, Martin J. White, Regional Counsel (left) awards Sustained Superior Performance to Riley.

John F. Riley, Jr., who has been associated with the Regional Counsel's Office for the past two years, departed on July 3, 1963, for extended active duty as a 1st Lieutenant in the U. S. Air Force. He will be assigned to Lackland Air Force Base, San Antonio, Texas, for a basic military course, and upon completion of the 30-day tour of duty there, will be assigned to the Judge Advocate General's Central Contract Management Headquarters at Wright-Patterson Air Force Base.

Mr. Riley is a graduate of St. John's University Law School and during his association with the Regional Counsel's Office engaged principally in the processing of enforcement matters.

On his last performance evaluation he received an "outstanding" and in recognition of this and the calibre of his work he was given a Sustained Superior Performance Award.

FAA, CAA Veteran Calls It Quits After 26-Year Aviation Career

At a recent Eastern Region Headquarters ceremony Ivey P. Gregory (center) is presented a retirement certificate by Eastern Region Deputy Director Wayne Hendershot as Mrs. Gregory looks on. Former Facility Security Control Officer; New York Center, Mr. Gregory retired on June 30th after 26 years of service with the Agency and its predecessor, the CAA. Participating in the ceremony is Thomas Deason, Chief, Air Traffic Division on the extreme left and William Cramer, Chief, Operations Evaluations Branch, on the extreme right.

BEHIND THE SCENES CREW NOT TAKEN FOR GRANTED

Every organization has its heroes behind the scenes. As long as the show goes smoothly, very little mind is paid to them. Occasionally, however, they are placed in the spotlight and it becomes time not only to award them for exceptional service, but to compliment them on the well-done job they do daily.

Oscar Bakke, Regional Director, Eastern Region spoke along these lines prior to a presentation ceremony at Regional Headquarters when 31 employees, including members of the Payroll Branch of the Accounting Division, the Data Processing Branch of the Administrative Services Division, and Chief of these Divisions received awards for a Special Service.

Each received a citation and a cash award presented by Irving Mark, Executive Officer.

The Special Service involved the conversion of EA's manual payroll operation to a mechanized punch-card system. Conversion plans provided that there would be no interruptions or delays in the distribution of the regular salary checks during the period while the conversion was being tested, debugged and implemented.

To accomplish this objective, the full support of all the people in both branches was required.

As testing took place and long overtime hours were piling up, tension could well have reached a point where conflict or opposition could have significantly affected the accomplishment of the objective. The result of this teamwork and their desire to make the system work, enabled them to complete the task on the exact target date established by management.

TOWER CHIEF IS NOTED CIVIC, EDUCATION FIGURE

Leo G. Marshall, Philadelphia Airport Tower Chief, recently completed tenure on the Aerospace Education Workshop Advisory Board of Temple University. As a member of the board Mr. Marshall was instrumental in formulating the broad aspects of the annual Aerospace Education Workshop for Teachers. University staff planned the complete three week curriculum which is slated to be held at the university's Ambler Campus beginning August 5, 1963.

A recent letter from Adolph J. Koenig, Aerospace Education Director at the university, lauded Marshall for his significant contribution to the program. Marshall has frequently represented the Agency on local radio and TV programs, and is a speaker-in-demand at local civic organizations.

Afghan Trainee Gets Red Carpet Treatment in Visit to Roanoke

SMDO 16 and the local Chamber of Commerce of Roanoke, Va., literally rolled out the red carpet for Khalil Qayumi, an electronics engineer of the Royal Afghan Air Authority, when he arrived here for training on VOR equipment.

Jack M. Goodykoontz, of the C-of-C provided orientation materials about the locale and helped secure accommodations for Qayumi. This fine gesture assists the Agency in furthering its Technical Assistance program, and we are grateful for it. SMDO Chief Stephen Lucia and SMDO 16 personnel at Woodrum Airport will conduct Qayumi's Training Program.

FOUR AT BOSTON EARN AWARDS

Superior Accomplishment awards were recently received by Boston Airports Division personnel. Barbara R. Haggett (l), and Helen M. Shields and John B. Komich (top left) and Edward F. Connor.

Eastern Region headquarters experienced near-record heat waves during July—and speaking of heat waves, EA's roving photographer Tony Figurella caught these I&M beauties, left to right, Rebel Tomlin, Ann Marotti and Lana Smith during a noon break —giving the heat a run for its money.

QUESTION BOX

In the short time this column has been in existence the number of inquiries submitted indicate the broad scope of employee interests. Each query submitted is routed to the office of "prime interest" for an expert interpretation. If you have a question of general interest please submit it to EA-5 for consideration.

Q. What effect does 5 or 10 point Veteran Preference have before and after employment with the Federal Service?

A. *Before Employment:* The veteran applicant must first pass the civil service examination for which he has applied. Then 5 or 10 points are added to his mark, as appropriate, and the resulting total is his final rating. He is then placed on the register of eligibles in order of final rating with the exception of veterans who have been granted 10 points because they receive disability compensation. Such veterans are placed at the top of most registers. *After Employment: Promotion:* The possession of 5 or 10 point veteran preference has *no* effect upon an employee's promotion. Veteran preference points are *not* added to any evaluations or ratings assigned to employees who submit bids under the FAA Merit Promotion Plan. *Retention:* 5 point and 10 point veteran preference have *equal* weight for retention purposes. Employees with either of these types of veteran preference are placed in the same "A" (Veteran) sub-group of the appropriate retention group.

Q. Do new position classification standards always result in upgrades?

A. No. In order to keep position classification standards up-to-date they have to be revised, supplemented, or replaced by new ones. Changes may be needed because of new developments in techniques, procedures, skills, equipment, fields of knowledge, and areas of governmental operation. The various governmental agencies keep the U. S. Civil Service Commission informed of needed changes as they become apparent, and recommend and participate in developing revisions, supplements and replacements. If during the process, the grade structure is revised, changes in grade may result —up or down! It is also possible that no changes in grade will result.

Q. As an employee who previously waived coverage under Federal Employees Group Life Insurance, and now desires to be insured, what action must be taken?

A. You may cancel the waiver if all of these conditions have been met:

1. Under age 50 on the date you request insurance.

2. At least 1 year has elapsed between the effective date of last waiver and the date of request for insurance.

3. Submission of satisfactory medical evidence of insurability.

Based on these conditions, to cancel a waiver, Request for Insurance, Standard Form 51, must be completed. This form is a combination request to cancel a waiver, medical certificate, and authorization to insure an individual. The employee signs the request portion and the medical certificate is completed by his personal physician. Any fee for medical examination and certification must be paid by the employee.

The Request for Insurance, Standard Form 51 must be obtained from the Personnel and Training Division, General Operations Branch, EA-16. That office will forward the form to you together with instructions.

You must send the completed request to the Office of Federal Employees Group Life Insurance, which will either authorize insurance coverage or deny such coverage and so inform the General Operations Branch.

Q. If a traveler performs two or more trips for the month, should per diem be computed on the average lodgings for all trips or for each trip?

A. The average cost of lodging is determined for each trip even though more than one trip is included on the Travel Voucher. Following the description of the trip the per diem claimed for the trip should be stated on the Travel Voucher.

Q. Is annual and sick leave maintained on a fiscal or calendar year basis?

A. All leave is accrued on a calendar year basis.

Q. When is it necessary for an employee to initial the Time and Attendance Report for annual or sick leave?

A. Employees are required to initial for annual or sick leave taken when the amount of leave is less than three days. When an employee is on leave (sick or annual) for more than three days, FAA Form NY-1437, "Application for Leave Form," should be completed, approved by the Supervisor and submitted together with the Time and Attendance Report.

Study 4th Jetport Site

Administrator Halaby, Governors Richard C. Hughes, New Jersey, and Nelson A. Rockefeller, New York, moved closer to the selection of a fourth jetport site for the New York metropolitan area during a second briefing and press conference recently held at Eastern Region Headquarters. The New York Port Authority is further exploring sites recommended by the Governors; a future meeting of all parties will be held in about 90 days.

CRAMER ACCEPTS DECEASED SON'S PURPLE HEART

Col. E. O. Peckham, PMS&T, U. of R. I., Mrs. Cramer, daughter Nancy, William Cramer, and Dr. F. H. Horn.

A gathering of more than 400 military and civilian dignitaries, guests, and friends attended a presentation of the Purple Heart to William H. Cramer, Eastern Region Operations Evaluation Branch Chief, at the Brigadier General Theodore Roosevelt, Jr., U. S. Army Reserve Center, Hempstead, N. Y., on June 30, 1963.

The award was presented posthumously by Colonel John L. Wilkin, Commanding Officer, Southern N. Y. Sector, II U. S. Army Corps in behalf of Mr. Cramer's son, First Lt. Parker D. Cramer, who was killed in Vietnam on May 6, 1963.

The program included an invocation, music by the First Army Band, a massing of troops and a review, and the presentation of two citations; (1) a reading of the official DOD incident report on Lt. Cramer's death and (2) the presentation of the Purple Heart.

Appearing on the honored guest platform was Mr. Oscar Bakke, EA's Regional Director, along with other dignitaries, and Mr. and Mrs. William H. Cramer and daughter Nancy.

"Chet" Talix Aviation Oldtimer Honored at Retirement Luncheon

A Testimonial Luncheon was held for C. W. "Chet" Talix, Chief, Flight Service Operations Section, EA-576, who retires on September 17, 1963, completing thirty-four years of Federal Service.

A large assemblage gathered at the Skyway Hotel to honor "Chet," including Wayne Hendershot, Deputy Director, Thomas W. Deason, Chief, Air Traffic Division, Robert Brown, Chief, Installation & Material Division and others representing a cross-section of the Federal Aviation Agency.

Joseph Ritz, Acting Chief, Operations Branch, acted as Master of Ceremonies. Chet received several gifts, plus a Certificate of Retirement, signed by Administrator N. E. Halaby.

Chet's numerous friends in the field, Washington Office, and the Regional Office wish him the greatest success, and a long happy retirement.

9 IN SMD EARN CERTIFICATES

On July 10, 1963, E. L. Gayle, Chief SMD, participated with J. Moynihan, Chief, SMDO 9, to award sustained superior performances to Systems Maintenance personnel. Certificates of Award were presented to seven outstanding performers of District 9: E. P. Fernsten, Deputy Chief, SMDO 9, Glens Falls, N. Y.; F. Salloom, Chief, SMS 84, Worcester, Mass.; J. E. Labrie, E. R. Hein, and R. K. Swan of SMS 16, Burlington, Vt.; and K. Schofield and C. F. Puzo of SMS 84, Worcester, Mass.

Participants in the award ceremony include left to right J. Moynihan, C. F. Puzo, K. Schofield, E. L. Gayle, E. R. Hein, E. P. Fernsten, R. K. Swan, F. Salloom and J. E. Labrie.

NOTES FROM THE DIRECTOR, SOUTHERN REGION

It seems to me that in our quest for unity as an Agency, the spontaneous cooperation of individuals is dependent upon understanding—the kind of understanding that involves "what" we are doing, "why" things are being done as they are, and "how much" needs to be done.

To get a broader basis of understanding among all our people, much effort is going into communications. This is essential to our successful performance on a decentralized basis of organization, with the resulting complexities of policy and standards being established in Washington, operational directives coming from the Regional Office, and widely scattered facilities and offices performing our direct service to the public.

Our technique of communicating involves many things including the FAA Directives System, official memoranda, Civil Air Regulations, Advisory Bulletins, HORIZONS, INTERCOM, teletype, telephone, conferences, visits, and *"the rumor mill."*

From my contact with FAA people, if appears that much energy is spent on reacting to slanted or inaccurate information. Regardless of how good the machinery, the result of communications is in proportion to the understanding evolved in the minds of individuals. Perhaps we will never have the complete understanding that achieves wholehearted agreement and support from each and everyone on what needs to be done, but the closer we come, the more efficient will be the service provided the taxpayer.

So, I suggest a plan that may get you more into the picture.

When you think something is not clear to you as to "what," "why," or "how" the Agency is doing or not doing something, probably it isn't clear to others either.

In such circumstances, when you have taken full advantage of the answers available in your local environment, which, of course, includes your supervisor, along with Agency directives and publications, would you write to the Editor of INTERCOM, So-5? If you will, I'll ask him to coordinate an answering service through INTERCOM for you. The INTERCOM is prepared weekly. It may become increasingly more useful if it provides a means of doing more than just putting out the word on selected subjects, by clearing up questions concerning the Agency, its programs, and by clarifying the "story behind the story."

May I encourage you to bring forth your best questions so that we may better link together the intent of policies, and the picture in the minds of men and women who convey our public image.

The idea is simple:

1. You may write to the Editor of INTERCOM, SO-5.
2. No holds barred on the questions to be asked.

What's the smiling all about? The document changing hands, from Director Arvin Basnight (right), to Fred Weick, Vero Beach Development Center Director, Piper Aircraft Corporation, is the Type Certificate for Piper's PA 28-235, latest in the "Cherokee" tribe.

3. We will try to answer those questions determined by the Editor to be of general interest in the first or second release of INTERCOM from the date of receipt of your letter. Both the question and answer will be printed. Questions of limited interest may be answered on an individual basis.
4. Anonymous letters will not be printed, but the names of the writer will be withheld if the writer so requests.

You are invited and encouraged to join in this effort to improve understanding among ourselves.

Arvin O. Basnight

Short Course In Statistics

Following the Regional Director's June conference in Washington, a group of the participants flew to Atlanta in the Eastern Region's "Queen Air" to visit the new Southern Region Headquarters building. During a tour of the building, General Aviation Branch's Harvey Gassoway pointed out some features of the new methods used in keeping General Aviation accident statistics. Left to right are-Regional Directors Archie League, Southwest Region; Robert Gale, Pacific Region; Jack Beardslee, Central Region; Oscar Bakke, Eastern Region; Gassoway; and Arvin Basnight, Southern Region.

An aviation mechanic points out a safety feature he developed to an FAA Southern Region Maintenance Inspector

Aviation Mechanics Rewarded for Safety Ideas

Selection is now being made by the Federal Aviation Agency of those aviation mechanics who have made outstanding contributions to air safety. These mechanics will be considered for special honors under FAA's new Aviation Mechanic Safety Awards Program.

Throughout the Southern Region, aviation mechanics have submitted ideas on improving air safety through improved maintenance practices, and their suggestions are now being evaluated.

The program was established to bring greater recognition to aviation mechanics by emphasizing their vital role in air safety. In addition to the FAA, a group of national aviation trade organizations is also cooperating in the program.

The FAA seeks suggestions of aviation mechanics in each of the two broad fields of aviation: General Aviation, which covers private and business flying; and the airlines. Aviation mechanics from all over the country are being considered for the awards.

Selection of the winners will be on the basis of (1) the best suggestion of a design or improvement to an aircraft, or any of its components, leading to increased reliability or safety; and (2) the best suggestion or development of a maintenance or inspection procedure contributing significantly to safety in aviation.

Winners will be chosen from general aviation at the state level, and from both general aviation and the airlines at regional and national levels. All winners will receive appropriate citations and an award. In addition, the two national winners, one from general aviation, and the other from the airlines, will travel to Washington, D. C., for a formal presentation of special awards.

Selection of state and regional winners will be made by state aviation officials and representatives of FAA and the aviation industry. The national winners will be chosen by the Flight Safety Foundation of New York City, and a committee of prominent aviation persons.

IN TIME OF NATIONAL EMERGENCY...

Because the Federal Aviation Agency's vital functions must continue during the crisis of a national emergency, the Southern Region's Defense Readiness Plan has been developed in detail.

This complete plan, which outlines the specific steps Southern Region facilities and offices will take in a crisis to assure that their operations continue, was developed by Southern Region's Defense Readiness Officer in cooperation with officials of the Office of Civil Defense and the Office of Emergency Planning.

Approved by Director Basnight, the plan presents specific steps which FAA people should take today. It is also flexible enough to allow for changing conditions.

In the event of an enemy attack on this country or other national emergency, the FAA is concerned with both the wellbeing of its employees and the efficient continuation of its functions.

During the coming months, the Region will provide employees with complete information about how they can protect their families. Each employee throughout the Region is urged to become thoroughly acquainted with his responsibilities in the plan and be prepared to respond should the need arise.

Far out in the Pacific, in the fall of 1952, the United States exploded a thermonuclear device that caused the greatest destructive effects ever achieved from a single explosion. As the mushroom cloud shaped up, this photograph was taken at a height of approximately 12,000 feet, 60 miles from the detonation site, two minutes after "Zero Hour." The cloud rose to 40,000 feet, the height of 32 Empire State Buildings, causing the tiny test island to completely disappear. The resultant "fireball" was the largest ever produced.

Before his flight, a pilot is given weather briefing in Flight Service Station

Experienced controllers, high in the glass towers, help General Aviation pilots land and take off safely.

In bad weather, Air Route Traffic Control Centers help pilots fly safely from point to point on instruments

HOW TO GET THERE FROM HERE

General aviation comprises more than 81,000 airplanes and more than 300,000 nonairline civilian pilots. One of the major purposes of the present air traffic system is to help these private and business airplanes reach their destinations in the safest and most efficient way possible.

To illustrate this complex system, let's follow the path of one of these pilots from Atlanta, Georgia, to Memphis, Tennessee, or as they say—from here to there.

The pilot arrives at the Atlanta Flight Service Station where he receives a pre-flight briefing on weather conditions, navigational aid status, airport conditions, restricted or special-use airspace along his route of flight, and other factors. After considering all these factors, he decides that he will make the trip and files a flight following VFR flight plan. This means that he will use the "see and be seen" method, but his flight will be "followed" by other Flight Service Stations along the route.

Now he's ready to board his plane. After a thorough pre-flight check of the aircraft and equipment, he requests taxi and takeoff clearance from the Fulton County Tower.

From the time the pilot requests tower taxi and takeoff instructions until he leaves the terminal control zone, he is the responsibility of the Fulton County Tower. They issue wind velocity and direction information, altimeter settings, and instructions to enable him to reach the desired runway. When the pilot notifies the Flight Service Station of the departure time, the flight plan is transmitted via teletype to the flight watch stations at Anniston, Muscle Shoals, and Memphis. Ten minutes before anticipated arrival over each of these stations, they prepare a resumé of changes which have occurred since the original briefing, including current and forecast weather, and give this information to the pilot when he reports in.

When he reports over Anniston, the station advises him that the frontal system of which he had previously been apprised was moving in more rapidly than anticipated and that he will encounter below VFR minimum conditions. The pilot advises the station that he desires to proceed to Memphis utilizing IFR (Instrument Flight Rules) and flies an IFR flight plan, indicating present position and altitude. The station transmits the plan to the Atlanta ARTC Center, and issues the ATC clearance through the station to the pilot. At this point, he becomes the responsibility of the ARTC Center. His VFR (Visual Flight Rules) flight plan is cancelled, and Muscle Shoals FSS is notified not to expect him to report in.

Thirty-five miles out of Memphis, the pilot contacts the Memphis Tower approach control and is advised of present weather conditions which are below landing minimums. The pilot elects to proceed on to his alternate destination, Greenwood, Mississippi. A new clearance is issued.

Twenty-five miles southwest of Memphis, our pilot "breaks out" of the weather and encounters VFR conditions. He cancels his IFR flight plan with the air traffic control facility, contacts the Memphis Flight Service Station and files a VFR flight plan from his present position to to Greenwood.

And then trouble! The pilot, some thirty minutes after contact with the Memphis Station, notifies the Greenwood station that his OMNI equipment is inoperative and that he is confused as to his exact position. The Specialist at the Greenwood facility determines his altitude immediately so that he can advise him to climb to a higher altitude, if necessary.

After insuring that the plane is at a safe altitude and away from high obstructions, the Specialist, by getting the pilot to describe visible landmarks, can pinpoint his position and give him a heading to the Greenwood airport. Our pilot continues to report in to the station periodically to insure that he is still maintaining the correct heading.

After landing at the Greenwood airport, the pilot, very appreciative of the efforts of the approximately 10 Air Traffic Control Specialists he has encountered along his way, reports to the station that has has landed and closes out his flight plan.

It should be noted that the mythical flight just described utilized the services of five Flight Service Stations, two Air Traffic Control Towers, and two Air Route Traffic Control Centers. This flight exemplifies the Agency's goal in aviation —to give the best possible service and maintain the highest degree of safety in the air.

JACKSONVILLE AREA TEST BEGINS

Wielding his pointer, Carl Stewart, Area Test Program Coordinator, and Area Test Manager Jim Pound run through a chart drill on management combinations.

Now off to an enthusiastic start, the Southern Region's part of the overall national test to "scientifically" determine the best, most effective field organization, promises to be most interesting for the personnel involved. The Jacksonville Center Area is the scene.

Under this experimental program, which is scheduled to end by next April, the Southern Region is testing the combining of Air Traffic Operations, System Maintenance, and Supply in an ARTC Center Flight Advisory Area under a single manager who reports to the Director, Southern Region.

In the area shown on the map, all Air Traffic Control Towers, Flight Service Stations, RAPCONs, RATCCs, Resident Specialists, Maintenance Sectors, Supply Specialists, and the ARTC Center will report to Center Area Manager Jim Pound, who is responsible for both administrative and technical operations of Air Traffic, Systems Maintenance, and Supply in the Jacksonville Area.

Systems Maintenance District Office boundaries have been adjusted so that all facilities maintained in the Jacksonville ARTC Center Flight Advisory Area are now organized under one Systems Maintenance Chief who reports directly to Center Area Manager Pound.

The basic objectives of the Southern Region Test are:

1. To place operational responsibility for air traffic operations and maintenance in a Center Area.
2. To achieve decentralization of more authority and responsibility to the scene of FAA service to the public.
3. To integrate specialist careers of Air Traffic and Systems Maintenance at the management level.
4. To provide a broadened base for developing managerial talents.
5. To orient center, tower, flight service station, and maintenance efforts toward the common objective of improved safety and efficiency.
6. To shorten lines of communication with resulting decrease in costly paperwork and reporting to achieve increased efficiency in utilization of manpower.

Director Basnight has emphasized that this test offers an opportunity and a challenge for everyone involved, and he has asked that each person cooperate to the fullest extent.

The tender loving care given behind the scenes to the American air fleet is the guarantee that millions of travelers will enjoy safe, comfortable trips.

Airline flight crews are constantly checked for their proficiency by FAA Air Carrier Inspectors (such as man in suit) who fly "up forward" in the cockpit.

THE AIRLINER

Safe, Modern "Magic Carpet"

Last year, more than fifty-five million passengers streaked across the American skies in powerful airliners . . . the Twentieth Century "Magic Carpet."

These giants of the airways carried their precious cargo . . . people searching for new commercial horizons and pleasure . . . with astounding safety. The marvelous safety record achieved by the nation's airlines is a tribute to the thousands of dedicated airline employees who maintain and operate the U. S. Fleet of some 2000 air carrier airplanes.

This safety record is also an achievement in which the Air Carrier personnel of Flight Standards can take justifiable pride.

When a traveler goes to the airport, checks his baggage, boards the sleek airliner, and takes off on his journey through the air, he does so with faith in the dependability of the airplane, faith in the flight crew, and faith in the Airways System. It is the responsibility of the Flight Standards' Air Carrier Branch to see that this faith is justified.

To do this, highly-trained FAA Air Carrier experts work closely with airline management to assure that the highest safety standards are maintained. Let's look for a moment at the fascinating and responsible work that FAA Air Carrier inspectors do.

The Airline Airplane

Night and day, United States airliners fly their busy schedules with rugged dependability and reliability.

Behind the scenes, remote to the traveler's eye, these airplanes, their engines, and components are constantly maintained in modern overhaul bases, in which the airlines have millions of dollars invested.

Trained FAA Air Carrier maintenance inspectors closely scrutinize the techniques and procedures used to maintain and service these airline aircraft. From the assembly line in the overhaul shop to the fueling truck at the most remote station in the system, these inspectors watch to see that each airplane receives meticulous care and attention.

With the introduction of the turbojet, the complexity of their work has greatly increased. They must stay constantly "on their toes" to keep abreast of modern technological developments.

Safe Operation of the Airliner

Not only are the Air Carrier people concerned with how well the airline airplane is maintained and serviced, but also with how safely it is operated.

To assure this, Air Carrier inspectors regularly check the "101" things that go to make up safe operation. Safe flight is not one thing—it is a combination of many things!

Inspectors want to be sure that the highest operational standards are maintained. Is the baggage loaded properly to assure proper weight distribution and balance? Are passengers put aboard without experiencing such possible hazards as walking into a spinning propeller, being overrun by ground-handling equipment, tripping over cables and hoses, etc.? Are factors such as weather information, communications and navigational facilities, etc., available and satisfactory. And on and on . . . details . . . details . . . details. Air carrier inspectors check every detail to assure that the safest procedures are used.

Flight Crew Performance

Airline flight crews must not only be highly trained, but they also must keep continually proficient.

During the normal course of their everyday work, pilots of the modern airline aircraft are seldom faced with an emergency situation. For this reason, each year, these pilots must demonstrate to the Federal Aviation Agency their ability to fly under adverse circumstances, and prove that they are thoroughly familiar with current procedures and techniques.

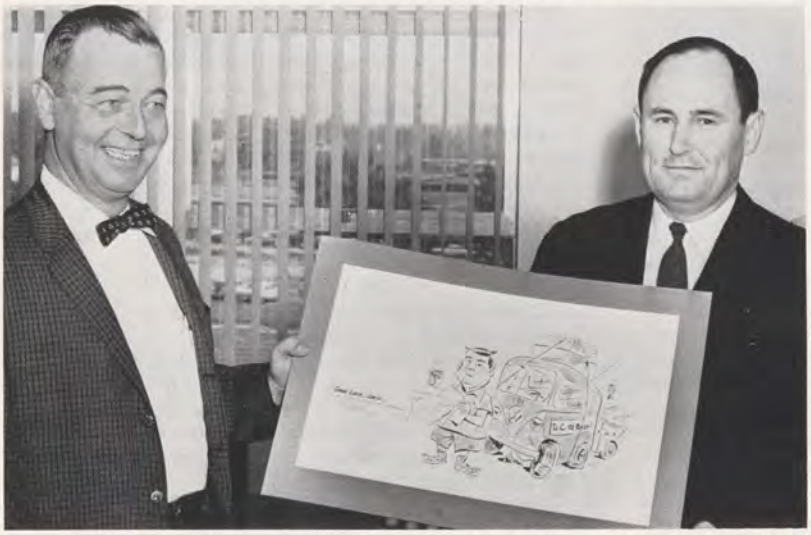
FAA Air Carrier inspectors also observe the cockpit techniques of airline pilots on regularly scheduled flights.

Overall, in the Flight Standards' "total systemsworthiness" approach, Air Carrier Operations and Maintenance inspectors continually help assure that Americans who ride the airlines do so with the knowledge that their flights will not only be comfortable and fast . . . but safe.

PROBLEM SOLVERS IN SESSION

Nine National Defense Traffic Association chapters and fifteen military, federal, and state agencies, having emergency transportation responsibilities, recently participated in "Exercise MOOSETRAX '63" in the Southeast. Emphasis was placed on nuclear bomb damage assessment and the solution of problems concerning emergency transportation of survival commodities to disaster areas following a nuclear attack. At the "MOOSETRAX" briefing were, left to right, T. J. Lozano, Trans-World Airlines; J. B. Whitehead, Civil Aviation Defense Planning Officer, FAA Southern Region; J. W. Rosenthal, CAB, Washington; H. O. Lindberg, Northwest Orient Airlines; R. Scott Bellows, Trans-World Airlines; and C. J. Hensley, CAB, Washington. (U. S. Army Photograph)

MADERT INVADES YANKEELAND



When Jack Madert, former Division Chief of the Southern Region's Administrative Services Division, accepted an assignment in the Washington Headquarters, his employees presented him with this humorous "going away" card. Jack (left) grins with pleasure at the card that he and Harold Montgomery are holding.

Knowing the 'Rules of the Road' Prevents Comptroller Collision

Cost comparisions are no longer required on travel vouchers for use of privately-owned vehicles in lieu of taxi or limousine service for the round-trip mileage between place of residence or place of business and common carrier terminal. However, the traveler should ascertain that the total cost claimed for mileage does not exceed that of taxi or limousine service to and from the terminal.

Vagabond Beaufort 'Gator Nabbed In Radar Site Sightseeing Caper

Some have said that the summer rains on the East Coast were so heavy that even the alligators were seeking higher ground, as was evidenced when this 5-foot "gator" was roped outside the FAA radar site near Beaufort, S. C. Electronic Technician Gerald Reid (left) and James Marlowe examine the "critter" before turning it over to the police with the laughing stipulation that it be removed far enough from the site so that, at its normal rate of growth (one foot per year), it would be as least 25 feet long before it again shows up at the radar site.

CENTRAL REGION NEWS

Mechanics Contributions to Air Safety Sought

A nationwide selection of aviation mechanics who have made significant and outstanding contributions to the field of air safety is now in progress. I feel it is perhaps the greatest opportunity we in the Federal Aviation Agency have been given to promote the image of our Agency and at the same time pinpoint one of the more urgent aspects of aviation today: Air Safety.

Each one of us through INTERCOM and our local news media has been made aware of the national publicity Mr. Halaby's search for these outstanding men has generated. Trade publications have also picked up the ball.

While it is true this year's recipients will be chosen from among those who made contributions in 1962, the award has been set up on an annual basis and there are still months remaining to nominate persons for the 1963 awards.

Every employee who comes in contact with aviation mechanics in the course of his job should emphasize the safety aspects of that job as a matter of course. However, he should simultaneously be looking for evidence of the development of new safety measures, maintenance or inspection procedures, or suggestions which might well mean honor to the aviation mechanic.

The program was established to bring greater recognition to aviation mechanics in both general aviation and air carrier positions by emphasizing their role in air safety. We tend to overlook those who "keep 'em flying" and think primarily of those who do the flying when we think of air travel. It is unintentional, I'm sure. But, here we have the chance to assist in the selection of a number of worthy nominees in this nation-wide search by just being observant and reporting what we see. The FAA employee who becomes aware of a possible award winner should urge the person's supervisor to forward the recommendation for consideration. Nomination forms are available at airports, aircraft repair stations, and other aviation facilities or from local FAA Maintenance Inspectors.

Winners will be chosen from general aviation at the state level, and from both general aviation and the airlines at a regional and national level. Winners will receive appropriate citations and an award.

This is a great opportunity to gain new friends for the agency by cementing relationships more firmly between the FAA and the working fraternity of aviation mechanics who maintain the huge fleet of civil and commercial aircraft in our country today.

J. W. Beardslee

Director, Central Region

THOMAS ON TAPE. The Deputy Administrator for Programs, D. D. Thomas (right) appeared on Kansas City's popular TV feature "INQUIRY," and discussed aviation safety with the Station's news staff. The show was filmed when Thomas was in KC to speak to the Central Region Air Traffic Facility Chiefs in June, and aired later. "INQUIRY" is regularly shown over KCMO-TV.

ADMINISTRATOR HALABY made three visits to the Central Region in July and August. Shown here he is speaking at a Hangar Session in the Coast Guard Hangar, Traverse City, Michigan on July 21. On August 2d, he conducted another one at Rockford, Illinois, in conjunction with the annual convention of the Experimental Aircraft Association, Greater Rockford Airport. On the 22d of August he journeyed to Aurora, Illinois, to dedicate the new Chicago ARTCC.

STORM RIPS ROOF FROM WATERTOWN AIRPORT TERMINAL AND FSS OFFICE

High winds which brought death and destruction to the Watertown, South Dakota area on July 6 caused extensive damage at the local airport including the terminal building housing the Flight Service Station.

An area farmer received fatal injuries when pinned beneath his barn as it collapsed in the high winds which took part of the roof off the airport terminal building. The wind had reached 110 miles per hour as indicated by the wind gauge in the FSS before the roof mounted equipment was torn loose and blown away.

Flight Service Specialist Edmund J. Bauer on duty at the FSS gave the cellar key to others working in the building but remained on duty himself. At one point in the storm a light aircraft was partially torn loose from its moorings and threatened to blow away until eight persons braved the wind and rain and literally "hand held" the craft till the storm died down.

Excellent teamwork on the part of the men of SMS-92, the locally based structures and grounds crew, and the airport manager succeeded in temporarily patching up the building as soon as the storm was over. With a little improvising the station was back on the air within 24 hours.

A bedraggled antennae lies limply on roof of Airport Terminal Building in Watertown, S. D., sad evidence of high winds which ravaged the whole community.

After the treacherous winds subsided, leaving a wake of destruction, workmen from SMS-92 and airport men wasted no time in putting up a brand new roof.

When the SMS-92 crew arrived on the scene, electronic equipment was arcing due to rain. Puddles of water posed a high potential voltage/shock hazard and further damage to electronic equipment.

John List, FSS Chief, alerted in Sioux Falls, South Dakota, during his regular day off, found the situation well in hand when he arrived back in Watertown. An SMS crew consisting of Wilbur V. Kraft acting for Supervisor Charles Crown; Willard D. Rogge and Leon T. Lauer assisted by a structures and grounds crew including Richard F. Jipps, Kenneth Kennedy, Duane M. Letze and Milton P. Lien had already begun installing a temporary roof. Mr. Bernard Letze, Airport Manager, obtained the insurance company's permission the next day to start permanent sub-roofing and roofing was installed the following day.

Flight Service Specialist Bauer stated, "It made quite a racket when the roof started ripping off. Part of it went in the first gust, then there was a lull of about five minutes and the next section went."

This story once again illustrates the high degree of teamwork that exists between offices within the FAA and the local airport personnel.

Two Veteran FAA Employees Receive Top Cash Awards for Suggestions

Two veteran employees of the Federal Aviation Agency, Kermit B. Karns, an engineer in the Regional Office, Kansas City, Missouri, and William Knoth, Jr., aircraft and engine maintenance foreman assigned to the FAA hangar at Fairfax Airport have been presented checks for ideas they submitted under the Agency's suggestion program. The awards were the largest presented since inception of the program.

Kermit B. Karns, a 25-year veteran of CAA/FAA, received $1250 for his idea concerning cancellation of reflected radio waves, principally those reflected by overhead electric power lines and metallic objects such as buildings and bridges.

The reflected radio waves interfered with signals from very high frequency omni directional ranges (VOR) installed by the Agency to assist pilots in cross-country navigation and in instrument approaches during inclement weather.

Prior to implementation of Karns' idea, it was necessary to relocate the NAVAID or modify existing equipment, either of which was expensive. FAA estimates first year savings to be $380,846.

His suggestion was not only accepted, but it paid him a $1250 dividend. Kermit Karnes (center) is congratulated by Henry L. Newman (l) and Alan Glass.

Another money-winner, William Knoth, Jr., shakes hands with Kirby Brannon, as Kenneth Gordon, Gerald Krebiel and George Ireland watch, shown from left.

High cylinder head temperatures in DC-3 aircraft operated by the Agency and used to flight check navigational aids was a problem until William Knoth, Jr., a 20-year veteran of CAA/FAA, came up with a solution.

His idea has resulted in a savings of approximately $41,770 since its adoption by eliminating engine changes resulting from excessive cylinder head temperatures. Knoth received an award of $860. (For photos of other award winners see page 12. More photos in future issues.)

STANDARD INSTRUMENT DEPARTURES ARE MADE EASY IN CENTRAL REGION

Complicated procedures and lengthy ATC departure clearances, charting problems associated with the three level airway/route system, and three classes of VOR navigation aids, dictated *Standard Instrument Departure* (SID).

Prior to development of SIDs it was necessary for a pilot desiring to fly in the jet route structure to have terminal area departure charts and basic, intermediate and high altitude en route charts in his possession. The basic idea of the SID was to provide this pilot with a chart which would show, both in narrative and pictorial form, the clearance and departure route from the airport to the airway/route structure within which he intended to fly.

Many of these SID routes, due to congestion in terminal areas and airway configuration, were quite lengthy and added many miles to the intended route. To alleviate this, many facilities used radar, where available, to shorten the route and by-pass portions of the SID.

Many Central Region facilities are now utilizing on-course radar climbs almost exclusively. This fact is verified by a sign in the Operations Office at Richards-Gebaur Air Force Base, Missouri that states "Departure Service, Best In The West. 99% On-Course Radar Climbs, 1% SIDs."

While the percentage of radar on-course climbs is not as great at all locations, it is indicative of the progress and use of radar that is being made by radar facilities in the Central Region.

The sign next to Lt. Col. D. E. Franke, USAF (right) proclaims that Richards-Gebaur AFB has best departure service in West; Wallace Rose seems to agree.

INTERNATIONAL TRAINEES LEARN TEACHING METHODS AT INDIANAPOLIS

The Training Branch conducted a rather unusual Instructor Training class at Indianapolis Center in June. The business of learning about and practicing instructional techniques was enlivened for 12 FAA trainees by the presence of four International participants—three Turks and one Syrian.

From Cem Ergokmen, a Turk, the class learned how to make shish kebab. From Abdul Hadi Tarabulsi of Syria they learned of some of the pitfalls which the English language holds for foreign nationals who are trying to learn it. Mesut Seren and Erol Tani, both of Turkey, completed the cosmopolitan atmosphere in the class.

Cem Ergokmen is in charge of Air Traffic Control instruction at the Civil Aviation School, Esenboga Airport, Ankara. He entered Air Traffic Control in 1954. Erol Tanir began in 1956.

Mesut Seren began his ATC career in 1959 and is an active controller at the Ankara Center and Tower. He now expects to be an instructor.

Abdul Tarabulsi has been an electronics technician since 1959. He is responsible for the maintenance and repair of various types of communications equipment at the Damascus Airport.

The three gentlemen from Turkey came to the class following periods of training at the FAA Academy and the Chicago Center. They were to continue their training at the Indianapolis Tower.

Foreign visitors take time off from their instructor training course at Indianapolis to pose for Horizons. From left: Mesut Seren, Cem Ergokmen, Abdul Hadi Tarabulsi, and Erol Tanir. The men spent first training period at Academy and various facilities.

Participants in CE's Senior Secretariat Development Class. Shown in the photograph are: (Seated) Lena Steele, CE-780; Revilla Campbell, CE-760; Dassa Gershon, CE-784; Pat Ceule, Department of Agriculture; Barbara Saunders, CE-14. (2nd Row) Ruby Krantz, CE-210; Dorothy White, Department of Agriculture; Frances Barclay, CE-780; Mary Sullivan, CE-710; Marcia Rice, CE-13; Doris Morgenstern, Department of Agriculture; (3rd Row) Marva O'Neal, CE-510; Sandra Marsh, CE-220; Dorothy Dahms, CE-502; Frances Stroud, CE-760; Jean Corbett, ACDO 33; Loretta Martin, CE-780; Alyce Lambert, ACDO 33; and Pat Rogers CE-200.

At right is Fargo Terminal Building. Recently named "All-America City," Fargo is nestled in the Red River Valley. CS/T Chief S. C. Aarskaug, below, has lived there for 23 years and loves it.

Left: Hank Labore (l) and Ken Ess are shown in the tower controlling traffic into the "Gateway of the Northwest." Hank is second to Aarskaug in longevity with twelve years. W. M. Anderson, below, is shown at the teletypewriter.

HOMESTEADER'S HAVEN: FARGO, N. D.

You might get the idea that Fargo, North Dakota, is a good place to "homestead" after talking with S. C. (Si) Aarskaug, Chief of the Combined Station/Tower there. Other members of the ten-man crew that Si supervises will tell you much the same thing, and a look at their personnel records, indicating the length of time they have been stationed there, will confirm any doubts you might have.

Si Aarskaug first entered on duty with the Agency in 1940, only nine years after the station had been established by the Department of Commerce Bureau of Lighthouses. Samuel L. Allen supervised construction of Fargo's new Airways Radio Station built one mile east of Hector Airport. It was commissioned in 1932 as the westernmost station in the area. Later, in 1935, stations were established in Jamestown, Bismarck and Dickinson, North Dakota, to complete the light line and associated stations across the state.

Si entered on duty as a Senior Radio Operator, staying approximately one year before leaving for a brief three-month stint as Chief of the Bismarck facility. He returned to Fargo, however, to become Chief Communicator there. He did leave again for a short time to go to Columbus, Ohio, but returned to Fargo as Chief-of the INSAC station.

In 1944, the year Si returned to Fargo to stay, a tower was commissioned at Hector Airport, independent of the station. It operated during the war years to give necessary aid and service to general and air carrier aviation and to the Civilian Pilot Training Program that was carried out at the field. (Cadets were given ten hours of dual instruction and then passed along to the flying schools or washed out.) This activity made lots of work for the tower.

During the war Hector Field also became a stopping point for pilots ferrying Bell P-39 and P-63 aircraft to Alaska where they were turned over to Russian pilots as part of the lend-lease program. For a short time, prior to Pearl Harbor, after taking off from Fargo the pilots landed again at Pembina, North Dakota, a short distance north, where their planes were pushed or towed across the U. S.—Canadian border and then restarted and flown onward.

In January, 1946, the tower was decommissioned because the War Department withdrew supporting funds and the city deemed the facility "unnecessary." It was reactivated, however, in August of that year under the CAA and operated until May of 1953 when it was again decommissioned.

Traffic increased over the ensuing years, with the addition of North Central Airlines operations complementing those of Northwest Orient Airlines. (The latter had operated out of Fargo almost since the beginning of the airport.) At the present time the two air carriers log 24 operations per day at Fargo. In addition, the 178th Fighter Interceptor Squadron of the North Dakota Air National Guard is based there and provides a good portion of the daily operations count.

As the traffic increased, following 1935, consideration was given to making Fargo a Combined Station/Tower. This decision culminated in the commissioning of the facility in 1958.

Today traffic for the combined facility is generated by the aforementioned two air carriers, the Air National Guard Squadron, one general aviation operator and the usual itinerant traffic. Itinerants increase during the summer months since Fargo is an ideal stopping place for those flying into the Minnesota vacationland or on into the Canadian wilderness fishing camps. Total operations count for the month of June was 6133 which included 900 instrument operations.

Perhaps one of the reasons the men like their location so well is that it lies within an easy 50 mile-drive of some of the most abundantly stocked fishing lakes in the state of Minnesota. Many a record catch has been taken on lakes with the unlikely names of Pelican, Cormorant, Sally, Melissa, Lida, Leech, Moss and others.

Of the ten-man crew stationed at FAR Hank LaBore is next to Aarskaug in longevity having arrived in Fargo in June of 1951. Others and the dates they arrived in Fargo are: W. M. Anderson, March 14, 1960; L. D. Barnes, July 14, 1957; R. M. Davidson, April 28, 1963; K. A. Ess, October 6, 1957; R. O. Frost, April 29, 1962; W. E. Grindeland, March 28, 1956; E. R. MacLeod, January 3, 1956; E. M. Olson, October 6, 1957; R. W. Walkin, December 27, 1959.

Kundert Aviation, Inc. is the sole general aviation operator on the field. Its ramp and hangar are shown above. Below: The 178th Fighter Interceptor Squadron of the Air National Guard flies F-89's on tourine NORAD missions.

2000 AWARD WINNERS—30,000 YEARS OF DEPENDABLE FEDERAL SERVICE

Presentation of length of service award emblems to over 2000 Central Region employees has been completed.

Employees are eligible to receive awards after ten years of Federal Service and in five-year multiples thereafter.

Although the number of awards presented this year was actually for a two-year period, a breakdown by years reflects that a substantial number of employees have an impressive service record: 10 years 1071; 15 years, 273; 20 years, 514; 25 years, 126; 30 years, 29; 35 years, 22; 40 years, 4.

Three men in Air Traffic Control received awards for their thirty-five year service. William Behn, (l) stands with Joe Pikell. Hugo Boyle was camera shy.

Recipients of twenty-five year awards were these members of the Air Traffic Division: Standing happily, Eleanor Quirk, Owen Meredith, and John Knoell.

Battle Creek and Kalamazoo had winners (seated l. to r.) Fitzpatrick, Hollinger, Allen, Haas, and Somerville. Standing, are Smith, Mathews, Jones, and Calon.

George Ireland, second from left, presented 25-year pins to George Wills (far left), Ruby Eacock, John Hurley, and William Harris, all of Flight Standards.

From left are winners from SM: Mumper, Gillespie, Hocker, Jameson, Hanauer, Turner, Knoche, and Lockhart. N. F. Barritt, in middle, presented awards.

THE CENTRAL REGION CAN TAKE PRIDE IN ITS 2000 AWARD RECIPIENTS

At Grand Forks, Frank Thompson (right) Chief, SMDO presented a Superior Performance Award and check to Winslow Balluff, EMT, as Paul Bossoletti looked on.

H. L. Newman, at far right, gave performance awards to the winners from the Personnel and Training Division. From the left are Ann Rawlings, Ethel Meyer, Charles Frazier, Dorothy Mann, E. J. Thomas, Alice Knubel, Betty Sue Farmer, Harold Christman, and J. Wujcik. Mr. Newman is the Deputy Assistant Administrator in CE.

ATC Performance Award winners. From left: Cooper, Peterson, Jenson, Sisson in front. Back row: Beswick, Kaup, Alwood, Balachowski, Chincholl and Bosslet.

Lloyd Young (l) Chief of FS' General Aviation Branch hands check and Sustained Superior Awards to Alfred Reed and Barbara Noe. P. Cammon watched.

Kirby Brannon and Mary Healy at left smile with Data Processing winners Bean, Davis, Boyle, Johnson, Durington, Jurgens, Randolph. Mr. Newman is at right.

ESCANABA IS THIRD STATE-OWNED VOR ACCEPTED INTO COMMOM SYSTEM

Detroit Area Coordinator Harley Shotliff (l. center) accepts the keys to Escanaba's VOR from Fred Waite. Escanaba mayor (l) H. Vanderkelen, J. Thorin watch.

State-owned VOR's come in assorted shapes and sizes but all do the job they were intended to do, provide safe, economical radio navigational assistance to pilots in remote areas not served by Federally-owned facilities. Above is the Mankato, Minn., VOR which has services remoted to Minneapolis Flight Service Station.

Another state-owned VOR was accepted into the common system on July 2, 1963, when the Detroit Area Coordinator Harley Shotliff accepted the keys to the Escanaba, Michigan, facility from Mr. Fred Waite, Director of Operations, Michigan Department of Aeronautics.

There are now twenty-eight state-owned VORs in the Central Region with three of them being operated and maintained by the FAA. In addition there are 71 "H" facilities, or "homers," and two fan markers. Twelve of the 28 VORs are located in Minnesota which also includes one of the FAA operated facilities, Worthington, Minnesota.

These facilities are installed at locations which do not meet FAA planning standards, but which do have a requirement due to air carrier or corporate air traffic. Some are provided by the state, others by various airport commissions.

As traffic builds up in the area to where there are 200 instrument operations per year or when 1825 passengers are enplaned during a like time, the FAA will consider acquiring the property for a nominal fee and thereafter operate it as one of its own.

Voice capability is remoted to a nearby Flight Service Station in two of the state-owned VORs at the present time with more being planned for the future. Beatrice, Nebraska, is remoted to Lincoln FSS and Mankato, Minnesota, to Minneapolis FSS, providing pilots with all the information normally obtained from a federally-owned facility.

As with all newly acquired facilities, after approach procedures have been worked out and approved, regular approach plates will be printed and distributed.

All in all the program of operating state-owned facilities is part of the program to provide better service to the flying public whether by commercial air carrier or private or corporate aircraft.

Shelter designs for VORs are limited only by the imagination and the materials conveniently at hand. This is the state-owned VOR at Beatrice, Nebraska.

Proper Preflight Procedure Prescribed

This addition to the Region's exhibits depicts the proper way to pre-flight an aircraft. It is especially appropriate for Fly-Ins, Hangar Sessions, meetings of pilot's associations, etc. To reserve its use write to the Public Affairs Officer, CE-5. Scheduling is considered on a first come—first served basis.

SKY-BABES STOP AT KANSAS CITY, FAIRFAX

Fairfax Airport, Kansas City, Kansas, was one of the stops this year in the All Women Transcontinental Air Race held July 13-17. Beginning at Bakersfield, California, a contestant had the option of stopping at Las Vegas, Nevada; Page, Arizona; Farmington, New Mexico; La Junta, Colorado; Great Bend, Kansas; Kansas City, Kansas; Springfield, Illinois; Dayton, Ohio; Cumberland, Maryland; with the final goal at Atlantic City and FAA's NAFEC.

Many of the entrants chose to make a stop in Kansas City where they were warmly greeted by Sarah Gorelick, local Ninety-Nines coordinator, and an efficient crew of Flight Service Specialists supervised by Joe Fife, MKC FSS.

Those who stopped included the winning team, Pilot Virginia Britt and Copilot Lee Winfield who flew a 180 h.p. Piper Cherokee. Lee is the gal diving out of the aircraft in the top picture. She's shown displaying the speed that no doubt contributed to the winning score.

Others who stopped were Nancy Lynam and Ellen Bateman, second place in a Piper Comanche, and Kansan Mary Ann Noah with Missourian Stella Lehman as copilot in another Cherokee who came in fifth.

All of the girls spoke highly of the service received from FAA across the country and each contestant was looking forward to next year's race.

Copilot Lee Winfield (above) is still airborne even though her Piper Cherokee is on the ramp. Louis Miles (below, l.) shows rare form as she sprints for the clock. At right, Bonnie Whiteleather demonstrates her fast getaway technique.

Some of the "SKY-Babes" in the 17th Annual Powder Puff Derby before a large briefing map set up by ATD, Fairfax Airport, Kans (l. to r.) Judy Wagner, Palos Verdes Estates, Cal.; Mary Kemper, Copilot, Encirco, Cal.; Florence, Dittmar, pilot, Los Angeles; Lois Miles, solo pilot, Reseda, Cal.; Joe Fife, KC FSS. Watching are Betty Simpson, KC 99, and Clair Colburn.

Object of the haste evident in the three pictures above is the CLOCK. Bare feet were insensitive to the hot concrete until after the clock had been hit. Sarah Lee Gorelick, Kansas City Ninety-Nines Coordinator is nearest camera. Other members sit in the shade while still others keep track of the contestants on the "howgozit" board. The winning team punched the clock at Fairfax.

SIEGEL AND ALBERS NAMED TO O. U. MED SCHOOL

Dr. P. V. Siegel

Dr. William Albers

Dr. Peter V. Siegel, Chief of the Aeromedical Certification Division and Dr. William Albers, Chief of the Aeromedical Standards Division, Aviation Medical Service, were recently appointed Assistant Professors of Preventive Medicine and Public Health at the University of Oklahoma School of Medicine.

The school is initiating a new program of instruction in Aviation Medicine and the two doctors will be assisting the school in developing and presenting the program which is ultimately planned as a full three year postgraduate course leading to certification by the American Board.

The value of this program of higher education in aviation assumes far greater meaning when it is realized that one out of every six employees in the State of Oklahoma is connected with the aviation industry.

This contribution of knowledge, time and talent typifies the desire of the FAA to assist and work in conjunction with local communities in the development and advancement of programs and activities to further civil aviation progress.

AES' NEW PREXY ARCHER IS AERO CENTER MAN

Bill R. Archer, of the FAA Academy staff has been elected national president of the Airways Engineering Society.

This is an organization of electronic engineers and technicians within the Federal Aviation Agency.

Archer, on the Technical Assistance Staff, Air Navigation Aids, Training Division at the Academy, has been at the Aeronautical Center since September, 1958. He is an electrical engineer, receiving his B.A. Degree at Oklahoma City University and his Masters Degree at the University of Oklahoma.

Archer was named president of the AES group during the Society's national convention in St. Louis, Missouri in July. Other officers are Dave Early, Western Region, first Vice President; Maurice Shepherd, Southwest Region, second Vice President; and Walt Berklund, Pacific Region, third Vice President.

FAA Administrator N. E. Halaby was the keynote speaker for the convention. He challenged the membership to continue the program of management which will allow the Agency to give the nearest kind of service to 100 per cent.

David Thomas, Associate Administrator for Programs, emphasized the need for up-dating electronic knowledge to meet the automated age. He said the present kind of the art indicates a reduction in the numbers of operational people such as air traffic controllers, but places added demands on the proficiency of electronic engineers and technicians.

John Hall is Elected President of Government Accountants Ass'n

John Hall, Accounting Division Chief at the Aeronautical Center, recently was elected President of the Oklahoma Chapter of the Federal Government Accounting Association.

Hall, a 20-year veteran of Government work, took over the top position in late June. The Oklahoma chapter has been established two years.

Hall was instrumental in establishing the local chapter.

Every eligible member of the Aeronautical Center Accounting Division is a member of the Oklahoma chapter.

Hall's philosophy of accounting has its focal point in the premise that "one must be management orientated, rather than statistically orientated."

The purpose of the organization is the recognition and enhancement of professional accounting in the public service.

Do You Know This FAA Plane?

The FAA has 129 aircraft, with many of them based at the Aeronautical Center.

Hundreds of FAA Aeronautical Center employees are asked by friends to identify these planes. Horizons is going to publish pictures of these planes in future issues. Were you able to identify the airplane pictured above? It is a sleek modern 720 at the AC.

ACCIDENT INVESTIGATION SCHOOL TO START AT AERO CENTER SEPT. 30

Marion Roscoe

"There is no pattern to aircraft accidents, but there must be a pattern to accident investigation."

These are the words of Dean Marion Roscoe. Dean Roscoe will be headmaster, as it were, at a "first-of-its-kind" school being organized at the Aeronautical Center.

The National Aircraft Accident Investigation School will strive for a definite pattern and complete teamwork in aircraft investigation work.

The conduct of an aircraft accident investigation involves a multiplicity of operations and situations. These vary from security at the accident scene to pathways of sleuthing that concern structures, operations, power-plants, systems and human factors. Special factors, such as weather, air traffic control and navigation facilities must be considered.

So a pattern must be established even though each accident is definitely unique. This pattern involves the daily skills of people from both the Civil Aeronautics Board and the Federal Aviation Agency. Depending upon the size and complexity of the accident being investigated, the FAA team may consist of experts from maintenance, operations, flight test engineering, flight inspection, air traffic control, or other elements of FAA.

The National Aircraft Accident Investigation School will not only train investigators in the latest techniques, but will introduce uniformity of procedures, and the CAB-FAA participation will enhance the coordination and communication between the two agencies.

The NAAIS course will last through a six-week period. The number of students per class will be held to not more than twenty so that the study may be of a personalized nature.

The first, or prototype class, will consist of about a dozen students and will begin Sept. 30.

Eventually, Dean Roscoe feels, there will be seven classes each year. However, it is believed that only five classes can be completed before June 30, 1964. Roscoe, a CAB employee and former FAA member, will have as his deputy an FAA man versed in Flight Standards techniques and procedures. Although operated and managed by the CAB, there will be five FAA employees detailed to the school, three of them as instructors.

The student, who will be already versed in some operational facet of civil aviation, may be drawn from maintenance, flight test engineering, facilities flight inspection, air traffic control, or other occupation, can view the entire spectrum of accident investigation during his 210 hours of classroom and laboratory study.

The curriculum will run the gamut from procedures manuals, security, evaluation of the accident site, inventory of wreckage, structure and powerplant survery, human factors, and systems down to the analysis and corrective action growing out of the particular accident. The last hours of study will deal with regulations and the legal implications of accident reports.

The selection of the Aeronautical Center was a logical move since the NAAIS faculty will be able to draw on the tenant organizations for help and instructional aids.

The Installation and Material Depot can provide procurement and contractual support. The School's present plans include the acquiring of aircraft wreckage, either in the entirety or piecemeal, for study purposes.

Civil Aeromedical doctors will provide information on the human factors involved in aircraft accidents and point out the role of medical investigators.

Flight Standards and Air Traffic Service will help in setting up simulated problems in crashes and pose problems and answers for the students in the periphery of traffic control.

The General Counsel's Office will give advice on the responsibilities in investigations and litigation, the legal aspects of relationship between CAB and FAA.

The legal implications involved in any aircraft accident, large transport or single engine, four place plane, have become increasingly complicated with the greater range, altitude and speed of the aircraft of today.

One unusual aspect of this joint CAB-FAA training effort is the establishment of a seven-member Committee of Trustees. Composed of men from the CAB's Bureau of Safety, the FAA's Flight Standards Service and Training Division, the Engineering Director of the Flight Safety Foundation and an educator from outside the environs of civil aviation—in this case Dr. George L. Cross, President of the University of Oklahoma—this committee, with Dean Roscoe as a member, will guide the school toward its goal of a "pattern of investigation" and will evaluate the school's effectiveness over a period of time.

One of the focal points of the Accident School is not simply to expand accident investigation, but to use people who will be current in this highly specialized field of study and can keep abreast with aviation's rapidly changing technology. Ratio of student load will be divided between the CAB, the FAA and other Government agencies and such industries as aircraft companies and airlines.

A total of 155 students should be graduated during the first year—the CAB furnishing 40 students, the FAA 75, and other areas of input furnishing 20.

The NAAIS is the first attempt by the two agencies to integrate the investigative and accident reporting of the CAB with the FAA's airworthiness check of FAA-certified aircraft, performance of FAA facilities, competency of airmen, operators, or carriers involved in accidents. This melding of purpose is seen in the new school.

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 Aeronautical Center's 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.

CAP Cadets Pay Annual Visit to Aero Center

Civil Air Patrol cadets from all 50 States, the District of Columbia and Puerto Rico, paid their annual visit to the Aeronautical Center late in June.

The 52 cadets were chosen on the basis of their work in their local wing.

While at the Aeronautical Center, the greater part of their time was spent at the FAA Academy where they studied air traffic management techniques, air navigation, flight standards, FAA facilities and materiel.

The Academy course was designed to acquaint the cadet with the history, organization and operation of the FAA.

When the cadets finished the course, they were presented a special certificate of completion.

E. B. Olson, Director of the FAA Academy, welcomed the Cadets to the Center.

Billy Drake and William O'Connor of the Academy staff demonstrate the monitoring process. Below: R. C. Helander explains operation of long range radar.

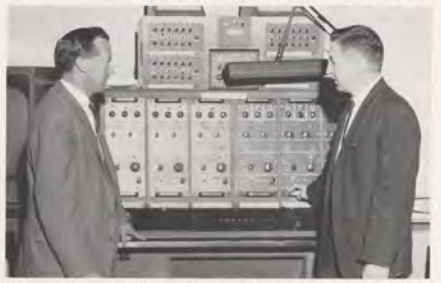
CAP Cadets line up for flight in CONVAIR. Below: Dwane Westfall of the Terminal Training Branch explains center/tower handoff, approach control and ILS. The CAPs were guests at the FAA aeronautical Center in June.

A lesson in air traffic control. CAP Cadets get some first-hand information on the radar control of IFR traffic from instructors Otto Warren and Harry Peters (seated). Below: Duard Leslie teaches a Cadet to "flip the switches."

FOREIGN VISITORS FROM AROUND THE WORLD VISIT CENTER

The Aeronautical Center continued to play host to prominent visitors during the summer months, with representatives from virtually every continent on hand. In every case, the visitors were taken on tours of all phases of the Center operation.

Commander R. V. Banks (seated) from Australia gets a detailed explanation about ATC Terminal Radar Laboratory from supervisory instructor F. Killins.



Also from "down under" is Eric McNae, Air Traffic Service, Civil Aviation, New Zealand. He is shown at left, with John Lanius, Chief of Special Services.

Austrian Deputy Director General of Civil Aviation Bert Vogler studies the workings of a jet engine with "Murph" Shedenhelm (left) of FAA Academy. (From left) Col. Giovanni Regoli and Captain Alfo Lorenzini of Italy are shown in the ATC Laboratory with their guide, Cliff Stack of Air Traffic.

Learning the operation of the Boeing 707 Simulator were Air Vice Marshal R. Iskandar (left) Minister of Air Communications in Indonesia and M. H. Panggabean, First Secretary, Economic Section, Embassy of Indonesia. This simulator is one of the most popular attractions for visitors to the Center.

Stanley Evans (l.), Douglas High School, was assigned to the Psychology Branch. Phylis Penning (r.), Capitol Hill High, applies a deft hand to an electronic device in the Psychology Section. Dr. P. C. Tang (below, center), clears up some puzzlers for K. Whitehouse, Grant High School, and J. Corn, Classen High.

Janie Smothers, Grant High School, discovers science is a matter of precise measurement. John Abbott explains an instrument in the CARI laboratory.

At CARI Future Scientists Find an Open Door

Eight Oklahoma City high school students have been working with Civil Aeromedical Research Institute scientists this summer as part of the Research Participation Program of the city's school system.

Students chosen for the program must have demonstrated superior ability in science courses and stand in the upper 10 per cent of their classes in terms of scholarship.

The students worked in assigned laboratories on a half-time basis during the three summer months.

In addition to the CARI assignments, other Oklahoma City high school students worked at the University of Oklahoma Medical Center, the U.S.V.A. Hospital, the U.S. Weather Bureau, Western Electric and other areas.

This is CARI's first year of participation. Dr. Paul Smith, Chief of the Pharmacology-Biochemistry Branch of CARI, supervised the placement of students at the Institute.

One of the students, Ken Whitehouse, is the son of Leo D. Whitehouse, an employee of the Aircraft Services Base.

Phil Kernan, Harding High, learns facts are the nourishment of science. Checking his findings is Arnold Higgins (left), Environmental Physiology Branch.

Classen High's Jim Wickberg explores his area of the Pharmacology-Biochemistry part of CARI. Jim is one of ten Oklahoma City youngsters working at CARI.

"CHUCK" SMITH IS NAMED ASTRONAUT CANDIDATE

"Chuck" Smith is a man with a common name. But Charles H. "Chuck" Smith is not an average man. He's an air traffic control instructor in terminal training at the FAA Academy. He's been involved with airspace and aircraft handling since November, 1958. Now Chuck wants to get into outer space.

Smith has applied for astronaut training, passed his preliminary examination, and in mid-July awaited word on further examinations from the Manned Spacecraft Center at Houston, Texas.

The ATC instructor was among some two hundred civilians asking for the privilege of being spacemen, and one of the two from the FAA nominated by Administrator N. E. Halaby as applicants for space training.

Smith is qualified in jets; has more than 1,100 hours in military jets (1,000 hours is required by NASA) and holds a current commercial single and multi-engine and instrument rating.

His background includes a Bachelor of Science degree in Chemistry and Pharmacy from Duquesne University in Pittsburgh, Pennsylvania. With this goes a bit of versatility. Smith has been and is a musician of some note. He is proficient in both trumpet and piano and has played professionally with such bands as Les Brown's.

Smith, who has been with the Academy since last November, will be a comparatively young astronaut if accepted by NASA. He is 33-years-old.

Married and the father of two girls, Smith says his wife is in complete accord with his thought of being a spaceman.

If accepted, Smith will undergo psychological and physical tests in Houston.

Union Earns Formal Recognition From Center Aircraft Services

(l. to r.) Robert Sicard, Chief Aircraft Services, William Jackson, Asst. Manager, Aeronautical Center, Leo Sammon, business representative for District 44, and Robert J. Brackin, Special Representative, IAM.

During the latter part of June, Local 960 of the International Association of Machinists was formally recognized by the Federal Aviation Agency Aeronautical Center.

Some 60 days before the Union applied for the formal recognition and furnished proof that it represented at least 10 per cent of the 670 employees of the Aircraft Services Base. The Union represents only those workers who are Union members.

The Union is not involved in the hiring or firing of employees; democratic processes must prevail within the Union, and members are prohibited from striking against the government.

Formal recognition requires the Aircraft Services Base to consult with the Union before taking action involving working conditions of its members and to consider the Union's recommendations before taking action.

Governor Bellmon Visits Aero Center

Oklahoma Governor Henry L. Bellmon on a brief visit to the Aero Center in July toured the ATC and other laboratories and got a fast look at CARI. Left, Hope Biggers of the Academy staff explains a drawing to the Governor. Center, he gets a workout in the Link from Roy Speaks. Right, he chats with John Swearingen, head of the Protection and Survival Branch. (l. to r.) Lewis Bayne, Manager, Aeronautical Center; Ronald Pulling, Manager, Installation and Material Depot; and Dr. Stanley Mohler, Director of CARI. The Governor will return to the AC.

AIR CARRIER INSPECTORS RECEIVE EXTENSIVE TRAINING AT ACADEMY

A behind-the-scenes participant in the safeguarding of the modern air passenger is the Air Carrier Inspector trained by the Federal Aviation Agency's Academy at the Aeronautical Center.

Who are these inspectors and where do they receive the training that qualifies them for such varied work? About 60% of them are former military pilots, with the remaining 40% recruited from industry.

The training is given at the FAA Academy, an ultra-modern facility that is the only one of its kind in the world today, where men highly skilled in all phases of commercial air carrier operations serve as instructors.

The new person does not have to have an Air Transport Certificate, but must meet all the conditions for the rating—1200 hours flying time; 500 of them cross country, 100 night hours, instrument time, etc.—and if he is accepted he will get his ATR at the Academy.

The Academy also provides indoctrination schooling, qualification training for both pilot and flight engineer ratings, refresher training, (referred to as recurrent training) for both groups, and for supervisors, familiarization courses which include flight time.

The tools with which inspector-trainees work, include actual aircraft—The Lockheed Electra, the Boeing 720, the Convair 880, two DC-7's, DC-3's and Convair 340's. Also a great variety of training aids, such as large graphic boards displaying illuminated sections of the previously mentioned aircraft, electrical relays, transparencies, and other components that tell a visual story, as well as training manuals, largely developed by the Academy.

Although the Division does not have all the aircraft types used in industry, (for example, there is no Douglas DC-8) aircraft having similar characteristics are used for training, and the FAA purchases time on commercial carriers to aid the program.

Courses for Air Carrier Inspectors

After the new Inspector is brought into the Agency, the first step is to indoctrinate him into organizational workings and give him some insight as to what his job will be. After that he takes the Airline Pilot Certification course which lasts for three weeks. Normally at the end of this time (granted he passes the examinations) he goes to an Air Carrier District Office where he works under the supervision of a Senior Inspector while performing normal field assignments—airport inspections, cockpit checks, etc.

Left to right: Norman Heidger, Paul Young and Robert Jacobs, Jr., work in the Boeing 707 aircraft simulator.

Some time later he will return to the Academy for specialized flight training in aircraft he is not yet rated to fly.

Still later he will return for the Flight Engineering Certification course. This is another three-week stint, one devoted to ground school and two to flying—10 hours as pilot, 10 as copilot, and 20 hours at the flight engineer's panel. During the flight course two students are aboard, one at the wheel and the other acting as engineer, trading positions with one another.

At the end of a year and a half, during which he has worked in the field and taken the required courses of study at the Academy, he is recognized as a bona fide Air Carrier Inspector. But this by no means marks the end of his school work. From then on he will be back at the Academy three times a year for some 50 hours of recurrent training.

Reliable Old DC-3 Popular

It should be pointed out that the Academy still gives a great deal of DC-3 training because a relatively large commercial fleet of DC-3's still remain in active airline service.

As far as the Academy is concerned, the development of the heavy jets and the DC-7 training programs didn't come about until two years ago when the FAA first obtained the Lockheed Electra.

The crews all followed the same pattern then, which included outservice training that was purchased from the manufacturer.

When the FAA decided to purchase one of the big jets, there was usually an interim period between the time the plane was signed for until delivery date. This gave Academy personnel time to develop courses and standardization, and when the plane arrived, the instructors were able to put the program into operation.

Special Projects A Part

The Air Carrier program also calls for a number of special projects. One completed last year was called "Project SLUSH", when a close study was made to learn what effect slush and watery snow had upon an aircraft when landing or taking off.

One of the more recent special projects was "Tail Hook" which was done in cooperation with the FAA's National Aviation Facilities Experimental Center (NAFEC) at Atlantic City, N. J.

Turning back to the regular program, another part is handled by the AeroSpace Engineer whose principle function is to teach airplane performance and limitation performance to the Inspector in training. This is done in the classroom and the preflight sessions. Observer roles are a part of the program.

Another function of this particular engineer is to serve as an advisor to the FAA section chiefs when problems arise—problems such as developing weight and balance control methods and systems.

An additional area taught is the way an airplane is certified by the FAA. Not how to do it, as such, but rather the reasons behind the certification.

The Inspector is taught the weight and speed limitations of aircraft and cruise control; also he is given a chance to receive a close study of the flight manual of the particular aircraft that is his specialty.

SIXTY-SIX PEOPLE HONORED FOR WORK AT DEPOT

Sixty-six Installation and Materiel Depot employees were recently honored in an awards ceremony in recognition of their work achievements.

Special act awards went to Herbert Matlock, Frank Borden, John McGill, Richard Forrester, Thomas Perkins and Davis Shepherd.

Suggestion awards were presented to Marcellous Capps, Ronald Fulkerson, Larry Gausman, Fred Green, Howard Hill, Mitchell Tucker, Roy Lansdowne and Freddie Shorter.

Those receiving sustained superior performance awards were Edward Downey, Evelyn Brewer, Isaac Brown, David Chappel, James Griffin, Jack Halliburton, Jesse Haug, Helena Jensen, Howard Hill, M. Annabel Holmes, Wetona McCornack, Eletha Jessup, Ralph King, Nota McCulley, Betty Mann, Eli Merlin, Edward Milton, Iona Morgeson, Maxine Paschal, Asa Porter, George Ramsey, Ralph Rea, Jack Rutherford, Ida Lee Smith and William Ulfers.

Sustained Superior Performance Awards were given to James Allen, Kenneth Baker, Elaine Beebe, Billy Bowers, Cosmo Bowlin, Donald Brown, Yvonne Bush, Wanda Caldwell, Marcellous Capps, Homer Cones, Freida Ditto, Fannie Emanuel, Richard Gamel, Donald Gilleland, Will Gipple, Louis Jacobsen, Jimmie Lyon, Douglas Michaels, Irma Miles, Vernon Robertson, Henry Shaw, Leo Smith, Patsy Smith, Ralph Stolhand, Thomas Thompson, William Thompson, and Lawrence Weissenberger.

G. WALLER RETURNS TO PARIS

George Waller, former Chief of the Air Traffic Training Division of the Academy, now is serving in Paris with FAA's new European/African/Middle East region (EAME).

Waller's trip to Paris is nothing new for he formerly served in the French capital.

He served in Oklahoma City at the Academy on two different occasions. The first came in 1947 as an instructor in the Air Traffic Training Division, and more recently in 1960, as Chief of his division.

Waller joined the old CAA in 1942, and after a military hitch during World War II, returned to the CAA and then the FAA.

"We are enjoying the Paris assignment very much," Waller said, "although it was hard to leave Oklahoma. I was born at Yukon and grew up there."

Avionics Maintenance Meeting Held at Aero Center

The picture shows the personnel who attended the Avionics Maintenance meeting which was held at the Aeronautical Center in June by the Aircraft Services Division, Flight Standards Service. The meeting covered policies concerning the operation and maintenance of the Agency's avionic equipment and to facilitate the exchange of operational and technical information to obtain greater utilization and economy of the Agency's Avionics program resources.

The annual awards presentation ceremony for the Control Systems Division was held late in June, with 11 employees being presented cash awards for Sustained Superior Performance. Those receiving awards were: Standing; Jay H. Moody, Darrell Martin, Donald Page. Seated; Daisy Mitchell, Erma Jane Smith, Bernice Lemmons, Doris Gravino, Lois Weston, Avena Lund, Nadine Phillips and Cecilia Grossman. Not in the picture was Wayne Schooley.

Competition Breeds Excellence; Tool for Personnel Advancements

Competitiveness has long stimulated men to leadership and responsibility. It reflects the age-long struggle of man to realize the best that is in him. Although there is an increasing tendency on the part of some to look for security, for certainty of promotions and for regularity of salary increases rather than for challenging opportunities, the development of supervisors at all levels of the FAA should recognize and emphasize competitiveness in improving performances.

Competitiveness fosters the pursuit of excellence, taking into consideration a professional approach to the work. A professional touch is more than a merely sophisticated versus naive approach to a task; it means simply the supervisor knows what he is doing and is carefully bringing his skills to bear on his work.

Because of limitations in the number of present top positions and the infrequent creation of new top positions, only a few employees can move up to top rungs of the ladder. However, everyone has an equal chance to prove his capabilities and potentials for advancement. Competitiveness is pushing the old and traditional seniority type promotions aside—those workers who are striving toward meaningful goals and for excellence in knowledge and performance are the ones who receive the highest consideration.

A supervisor must look beyond his immediate job to grasp the overall problems of the Agency and the Region; then he must study the latest management methods keyed to future needs. After seeing that management has given him proper environment, guidance, encouragement and challenging job opportunities, a drive to compete must come from the man himself. From here the responsibility rests with the individual to develop himself within the limits of his own ambitions and inherent capabilities.

Life is the endless pursuit of goals, some of them unattainable. However, each must pursue them if there is to be meaning and reward in life. In the simplest term, when one competes—pursues excellence—he reflects an increased concern for competence. This tends to make his organization vital and strong. A man who does his job well tones up the whole society in which he functions. The man who does a sloppy job lowers the tone of all about him.

Excellence implies more than competence; it implies a striving for the highest standards in every form of life. Business, society, or any organization needs individual excellence in all its forms.

In the FAA and the Southwest Region there is need for supervisors who can carry the burden of change—and the mid-Twentieth Century is a period of rapid change. The man who was a specialist yesterday may not be competent today unless he has studied, in competition, to keep abreast of all that concerns his work and his organization. In this world of rapid change, a specialist's sphere can become suddenly narrowed by new methods and equipment, and because of this narrowness his ability to see the overall effect is impaired. His right and wrong judgment may set narrow standards when there is a need for him to see more for advancement.

A competent man seeking excellence in his profession is like a craftsman—he is a special kind of worker, skilled in all the mechanics of his profession. He has taken the extra time to become familiar with what is required and has painstakingly transferred talent and knowledge into experience and excellence on the job.

Job talent, knowledge and experience in the work combine in reaching this goal. However, talent can be confused with solid achievement. It is great to show promise, but it is tragic not to develop it when one finds it is hard work. Excellence comes only through hard work, endless study for better work methods, constant self-criticism and exasperation.

There then must be a professional attention to detail in every job. Perhaps the greatest example of excellence can be found in the philosophy of Michelangelo as he lay on his back on a high scaffold painting frescoes in the Sistine Chapel. A friend, watching the great painter at this laborious task, asked, "Why worry over detail, the pictures are so far away from the public view who would know if they were perfect or not?" To this the artist replied, "I will know."

Creative people set their own standards because others may not be cognizant of the demand. They set up their own responsibility and maintain adequate standards of excellence and force themselves to meet them. The real professional also builds up within himself the inability to turn out less than a thoroughly workmanlike job.

The same spirit should prevail in all levels of our own work. There is a chance the worker will lose if there is no self-discipline, and stopping short of top performances means only second best. Excellence can be achieved only when the goals are high.

Archie W. Teague

Director,
Southwest Region

CONTROLLERS' WORK ISN'T ROUTINE; EXCITEMENT HIGHLIGHTS TEXAS DUTY

A trio of ATCs were rewarded for outstanding duty. Flanked left by Tower Chief Brunner and right by GADO Inspector Hubbell are ATCS Eugene Jeffus, SATC Clayton Hackett, and ATCS James Anderson (standing l to r.).

Some people may think a controller's work is routine. If so, listen to the stories from two Texas facilities. Midland controllers helped to avert an armed robbery; San Antonio personnel prevented a take-off which had all the potentialities of a fatal crash.

The Midland scene: Three men and their woman companion, who later confessed their plan to police, drove onto the runway of the Midland Airport as they sought to rob the air terminal. Controllers in the tower alerted a guard, and police finally caught the sawed-off shotgun-toting quartet near the tower.

Actually, the growth of the airport had foiled the plans of the would-be-robbers. One of them, who had spent too many years in prison since his last trip to Midland, hadn't realized the airport facilities had grown and mistook a hangar for the air terminal.

In a letter to Tower Chief Elie C. Odle, Midland Mayor Hank Avery commended the controllers for their alertness and cooperation, which he stated "helped to avoid an armed robbery which could have resulted in the death of some citizens."

The San Antonio scene: Indistinct voices on the radio from a plane being taxied on an unlighted runway and across grass at a high rate of speed caused suspicion among controllers in the tower. Faking communications difficulties, Watch Supervisor Clayton Hackett contacted GADO's Supervising Inspector H. H. Hubbell, Jr. and Airport Guard John Seay. Proceeding to the end of the runway, Seay persuaded the pilot to taxi back to the ramp where he detained him until Hubbell arrived.

The pilot held a student certificate, had four hours of flight time, but had never soloed. He was attempting a night flight with a rapidly lowering 2500-foot overcast ceiling over a heavily populated residential area with two passengers in the plane.

Action by Controllers Eugene Jeffus and James Anderson, together with Hackett, was cited in probably saving the lives of the three persons in the aircraft, plus possible injuries and damage in the neighboring residential areas. They were commended for their performance of duty and were presented a group award of $200 by the Southwest Region. Immediately after receiving their checks and certificates, the trio formed their own cash award for Seay, whom they credited with bringing the incident to a successful conclusion.

BOY SCOUTS AND SME's EXCHANGE GOOD DEEDS

A pair of Boy Scouts spent the day with two Fort Worth-based Systems Maintenance Engineers recently to learn more about communications and the role radar plays in aviation. L. C. Matthews, Chief of the District Engineering Staff, and G. H. Wallace, Communications-Data Processing Engineer, were hosts to the Scouts, Robert W. Gillespie and David Fein.

Making the day as interesting as possible for the boys, the two engineers took them to see the operations at the Fort Worth Center and the Southwest International Tower. The engineers explained the importance of communications and the challenge of radar and navaids in today's aviation. During the day the two boys, both of whom plan to be engineers, waivered between specializing in communication and electronic engineering.

That night it was the Scouts' turn for a good deed; they took the engineers to a banquet given in the Scouts' honor by the Elks Club. Both boys were promoted to Eagle Scout during the banquet.

Visitors also toured other facilities. Fifty-two Civil Air Patrol cadets, boys and girls representing two Albuquerque squadrons, toured the Center there. The tour was sponsored by the Air Patrol unit of Ballut Abyad Shrine.

A specialty at the New Orleans Center is guided tours. It has become such a regular business, that controllers are issuing a challenge to other Centers to top their record.

In April 132 persons were given the red carpet treatment at the facility. This jumped to 144 in May. The summer months promise to bring even greater numbers for a guided tour of the Center and a better understanding of ATC.

One Too Many Birds in Airlanes: "Tail End Charlie" Shot Down

A Southwest Region DC-3 flight inspection aircraft recently encountered a formation of three buzzards while checking the low frequency range at Alexandria, Louisiana.

The pilots, Austin A. Allman and Sam Huston, reported the buzzard flight "peeled off" and made a descent in front of the approaching DC-3. "Tail End Charlie" miscalculated his clearance. Results: one less buzzard and slight damage to the plane.

Examination of the aircraft, which was landed at nearby England Air Force Base, showed the damage was confined to a a small area on the leading edge of the right wing. Huston was quoted as saying, "Being buzzed by buzzards becomes bewildering beyond belief."

ABLE CO-ORDINATORS HEAD TWO REGION POSTS

Anderson Runs One Show

Bob Clay Heads Another

L. E. Anderson, Area Coordinator at Albuquerque, spent 20 years in Texas, plus a short time in Oklahoma, before moving to Albuquerque this past spring as Chief of the Albuquerque Center.

A native of Jacksonville, Anderson started as a trainee and assistant controller at the Fort Worth Center in January 1942. In 1956 he transferred to El Paso where he was a senior controller and later assistant chief. After his assignment in Oklahoma City (RAPCON) from March 1957 to July 1958, he served 18 months at Regional headquarters as an Airways Operations Specialist. Returning to El Paso, he was Chief of the Center there until his present assignment.

Prior to joining CAA, Anderson attended college for two years and worked for four years for a Jacksonville newspaper. He received his private pilot's license in 1941.

In addition to the Center, Albuquerque facilities include a FIDO, GADO, RAPCON/Tower, Station, SMDO, and two Systems Maintenance Field Offices.

Bobby Clay, Area Coordinator at College Station, started his work with the old CAA after a three-year enlistment in the World War II Navy. During this tour of duty he was a control tower operator at the Naval Air Stations at Corpus Christi and Atlanta.

His first assignment was as assistant controller at the El Paso Tower and later as a controller at Cliff Maus Tower in Corpus Christi. In 1953 he came to College Station as a controller at Easterwood Tower. He was named Tower Chief in February 1959.

A native of Breckenridge, Clay attended schools in Fort Worth. He has received an Outstanding Performance Rating and the Sustained Superior Performance Award.

College Station also has a Station and a Systems Maintenance Field Office.

Top Golfers Show Their Trophies

Tommy Hackney, Fort Worth Center, (extreme right) displays his "King-size" trophy after taking top honors in the Southwest Region's Third Annual Golf Tournament earlier this summer. Others placing in the Championship flight are (left to right) Nick Francipane, San Antonio Center, fifth; Morris Hanes, Oklahoma City RAPCON, fourth; Billy Gage, Midland SMS, third; and James Hewitt, College Station FSS, runnerup. Four other flights were played in the field of 75 contestants from all five states of the Region. The tournament was played on the Carswell Air Force Base greens and sponsored by the FAA Club.

"Tom Swifties Are Flying Around" Center Controllers Report Airily

"Tom Swifties," the intriguing little word game in which double meaning adverbs are used, have found their way into some corners of the Southwest Region. Here are some sick ones sent in by the New Orleans Center—with no ill intent.

"The Crestview VOR is out of service," the controller said ominously.

"I would like a SF-52," the assistant controller said resignedly.

"I've jettisoned my tip tanks," the pilot reported delightedly.

"Unable to approve 7,000 for that direction of flight," the controller advised evenly.

"I'm leaving for 15 days military duty," the coordinator said reservedly.

"Nan 1234, you are transmitting on 121.5 megacycles," the controller advised guardedly.

American Flyers Give Pilot the First "Grassroots" Certificate

James M. Grant made aeronautical history in July by receiving the first Instrument Rating for pilots ever awarded through an air agency examiner other than the FAA. Grant, who is from Salt Lake City, received his certificate from American Flyers in Fort Worth.

The FAA, in keeping with its "grass roots aviation" policy, recently awarded American Flyers the first and only Agency Instrument Examining Authority. This enables the school to conduct both the written and flight examinations of its instrument students and to recommend their graduates for ratings without further written or flight tests by FAA.

Grant developed a "yen" to fly while serving on isolated duty stations in the Coast Guard where air transportation was the necessary mode of travel. After his discharge he received his private license in Salt Lake City and a commercial rating at the American Flyers School in Ardmore. He will continue his training at Meacham Field in Fort Worth for a multi-engine rating and an ATR in hopes of becoming an airline pilot.

TWO ARTCCs GET THEIR RATING

After three months of work, two Albuquerque ARTC Center private pilots received their instrument ratings. John Kennedy, watch supervisor, and Herbert R. Sherman, controller, checked out in Kennedy's Cessna-172 at Coronado.

OIL FIELD COPTERS TAKE THE HIGH ROAD

Bell "Sioux" 'copter makes a bull's eye landing on the deck of a mobile drilling barge in Gulf off-shore exploration area (opposite page). Olin K. Haley, Supervising Inspector, GADO, and Owen Guidry (above, l.), discuss operations at sea. Life-jackets are standard attire. First-class maintenance (above, r.), is the only kind permitted. Whisked from shore to drilling site drillers are ready to begin work at once on site of new well.

There's a new sound in the romantic Southern Louisiana country. It is the throbbing beat of helicopters as they chop new air paths to offshore oil fields. Oil is big business in the Delta Gulf Coast area—and making it even bigger is the versatility and dependability of the helicopters.

Listening to the heartbeat of this thriving industry are members of the New Orleans GADO. The helicopter activities generate a considerable workload on the FAA personnel who perform the multitude of duties to assure the high safety standards of operations. Principal duties include the supervision and monitoring of related repair stations and maintenance facilities, plus the operations activities, conducting necessary flight checks, and investigating equipment malfunction and accidents. These activities are under the supervision of Olin K. Haley, who is well qualified in several of the helicopters being used in the Gulf area.

Flying various types of missions from rotating work crews to hauling "hot shot" equipment and making emergency runs, the large copters are the workhorses of the oil exploration and production. Daily, small craft fly personnel to "work the fields" in the offshore production areas, skimming from well to well to set down on a 40 by 40 platform protruding just above the slapping waves.

Use of both large and small helicopters has grown tremendously in the past few years—and is still growing. Petroleum Helicopter Inc. operates 41, ranging from light Bell to turbine-driven Sikorsky-62 from its main base at Lafayette. These 41 are part of Petroleum's fleet of 57 craft, reputed to be the world's largest commercial fleet. The California Company, a division of the California Oil Company, has 12 helicopters in its air arm of 21 aircraft, making it the largest corporate owned-operated fleet in the world. They range in size from the light Bell to a recently-acquired S-62. Twelve 'copters are operated jointly by Rotor Aids and Humble Oil, and several other businesses operate one or two helicopters.

An ever-increasing number and variety of helicopters being used creates a constant challenge to the GADO. Inspectors are kept on their toes to stay technically qualified and knowledgeable to properly perform their duties.

Petroleum also operates helicopters in South American oil exploration and in construction work such as pipeline laying and utility line building in the Middle Atlantic states. Calco rounds out its oil exploration and production fleet with 11 sea planes, some equipped with amphibious landing gear.

Helicopters first appeared in the Louisiana marshlands in the late 1940s when Bell Helicopter Company demonstrated the use of the rotary wing craft for oil exploration in areas usually inaccessible to conventional transportation. Petroleum began operations in February 1949 in the Southern Louisiana marshlands and bayous and started to mushroom into the world's largest fleet when offshore exploration became big business in 1953. Helicopters are now familiar sights as they dip down to refueling stations at Leeville, Morgan City, Raccoon Point, Grand Island, and Eugene Island on their way to and from offshore installations.

Stan Clay, Chief Pilot for Petroleum, said his pilots have flown 187,339 hours in offshore and Gulf operations up to the end of June and are now averaging 3,071 hours per month. Approximately 80 mechanics keep the aircraft at top operational efficiency. Mechanics are stationed on each of the major towers to service the light Bell 'copters which "work the fields," and the craft are returned to the Lafayette base only for major overhauls and checks. Pilots and mechanics are relieved or rotated from "sea duty" periodically, necessitating a ratio of three pilots for every two helicopters.

Oil production companies, oil well drilling firms and others engaged in oil exploration and production lease the helicopters from Petroleum for short or long periods. Clay emphasized that two pumpers with a helicopter handle the same number of wells that would require four boats and eight pumpers. Boat support for these operations is practically eliminated.

Supervisory personnel are finding greater mobility, control and effectiveness with the use of helicopters, which are five times as fast as the average boat. The large 'copters carry up to 10 men and their gear 200 miles without refueling to an offshore rig and return with the off-duty crew. Whether supervisor or roughneck, personnel who work the offshore fields extract a high wage from the employer, and the overall investment is high. Speed and efficiency are prime considerations in economy.

"Personnel transportation is our main job," Don Stiles, who heads Calco's air fleet, emphasized. "We might be called a sort of super taxi service. When necessary we do fly 'hot shot' cargo out to a rig—well fishing tools, for example—but mail, electronic logs, reports and newspapers are usually our only freight."

Stiles organized Calco's operations in 1946, starting with a twin-engine Beechcraft which flew 515 hours the first year. Prior to his Calco affiliation, Stiles worked 14 years for the CAA in General Inspection, the Standardization Center at Houston and Flight Inspection. As a flight check pilot in the CAA and later as operations officer for Calco, he has amassed more than 10,000 hours flying time.

Calco operated fixed wing aircraft until 1955 when the

Helicopter pilot (below) banks over off-shore oil field preparatory to landing on one of the tiny platforms sticking up from the Gulf floor. At right, principal maintenance inspector Frank Nolden (l.) and Lafayette shop foreman Louis Byrn, inspect S-62 engine being tuned up. Don Stiles (below, r.), has wealth of up-to-the-minute 'copter maintenance information at his pointer tip.

first light helicopters were added. Operations started changing with the need for offshore work, and Stiles calculates 62 per cent of all flight time last year was spent in helicopters. When Calco hit the 100,000th flight hour mark last May, the importance of helicopters was reflected in the 1962 figures. A total of 17,000 hours was flown in all aircraft of which 10,084 were in 'copters which participated in 15,329 flights and carried 107,801 passengers.

Morale boosting is also a product of 'copter service where workers at sea know they can be transported to a hospital if injured. A most recent example of an emergency lift was the transporting of an injured driller from an offshore rig to a mainland hospital for treatment in 41 minutes. Still another emergency type operation is evacuation and personnel shifting when such devastating winds as "Hurricane Carla" blows out of the Gulf.

"We rely on 'copters extensively in bad weather as a means of fast evacuation of personnel," Stiles said. "As soon as the winds quiet down, we get the 'copters out on a quick post-storm reconnaissance. Then we are also in a position of being able to return crews to offshore structures where water is too rough for safe use of boats."

One example of 'copter efficiency he cited was when a well was put back into operation three days earlier than normal. The well was producing 75,000 barrels of oil a day which sold at $3 a barrel—which represented quite a profit from the use of the helicopter.

Bastian Hangar at the New Orleans Airport is the heart of Calco's operations, with advance bases at Leeville, Morgan City, and Venice. Maintenance work is done at New Orleans where all aircraft are kept in peak mechanical perfection. With the 'copters averaging nearly five hours of flight time each day, they are serviced regularly and rigid inspections and overhauls are performed according to aircraft manufacturers' recommendations.

New Orleans, located on the mighty Mississippi's main stream above where it forms its myriad of channels that characterizes the Delta area, is the base of several smaller operations which, with nearby bases, make up the largest commercial helicopter concentration in the Southwest Region. Haley and his GADO personnel have their hands on the beating pulse of these expanding diversified operations where public safety and high financial investment demands efficiency. Adaptability of the helicopter to the area needs, plus FAA cooperation, has made the operation one of aviation's safest as well as one of the world's largest.

Numerous Numbers Nourish Automatic Data Processing

Southwest Region employees, you are just a number. That is the impersonal way IBM equipment in the Automatic Data Processing Branch tabbed the approximately 5,000 employees on the Southwest's payrolls when the Branch started preparing checks a year ago.

In August of this year the machines rolled out the checks to start ADP's second year. During that year they became more than a basic unit for computing payroll. Other projects implemented the first year include numerous administrative reports, plus allotment ledger and real property accounting, Regional and Washington personnel reporting systems, civilian aircraft status and availability and facilities and equipment reporting.

Recently going into reporting aircraft management data, ADP is proving its reliability of gathering information for field organizations and is now bordering on exploding into a multitude of jobs in this area. Studies are being conducted to implement aircraft management and systems maintenance cost systems, and during the first quarter of FY '64 facility outage and failure reporting will be put on ADP. A pilot project on air traffic personnel, implemented in the Southwest Region's ADP shop, is now underway for Agency-wide adoption.

Set up to eliminate monotonous, laborious and recurring jobs, automatic data processing was started at Southwest Region headquarters in March 1962 to process the payroll of the embryotic Southern Region. In August when this function was transferred to Atlanta, personnel and machines stayed to continue the same function for the Southwest Region. Personnel has grown from the one supervisor and single project planner, key punch operator and machine roor operator (EAM) at the start to a proposed staff during the first half of FY '64 of a supervisor, three project planners, 12 key punch operators and four EAM operators.

James E. Parsons, Branch Chief, set up the mechanisms for ADP and has guided the branch operations to their present important role. He is grateful to the divisions for their support and cooperation in proving the role of ADP. He said the deep dark mystery that has prevailed about the machines and their work is not now as deep as many people had first thought. Light has penetrated ADP, and the machines are proving to be willing, untiring and errorless workers—with only an impartial number to guide them.

Arthur J. Tawater traces a proposed circuit as he and William E. Pace discuss panel wiring principles. Both are project planners.

An accounting machine clacks along methodically under the watchful eye of Wingate K. Williams (above, r.), while Robert W. Shellhorse (crouching) tests control panel. Key punch operators (below, l. to r.) are Laura Jones, Maxine Farmer, Elvah Blankenship, Velma Daniels.

Upper left: Deputy Regional Director Robert V. Reynolds decorates the lapel of Linne Ahlberg with 30-year Service Pin. John K. Howarth and Zoland Jacobs watch. Center: Suggestion Awards winners from Regional headquarters. (Left to right) Vivian H. D'Arcy, Joyce G. Moody, Jack Dillard, Floyd T. Melton, Charles A. Robertson, Thelbert R. Herndon, Velma G. Mills, James D. Ragsdale and Dorothy M. Littleton. Right: Five women from Installation and Materiel pose with their supervisors, Jeff S. Fox (left) and Birdge D. Alexander. Left to right are Patsy R. O'Neal, Lynn C. Adams, Carmen B. Mondragon, Eva B. North and Sandra Massey.

Top Performances Honored by Awards

From Gallup to New Orleans and from Little Rock to Brownsville, employees of the Southwest Region were honored during July for their contributions to the FAA. Facilities held public awards ceremonies to recognize the employees, and the local press noted the progress of the personnel.

More than 1,600 Service Awards were made throughout the Region, with four employees honored for 40 years of service. Hundreds of others were cited for performance and suggestions.

A revamped and revitalized Awards Program offering FAA employees grater opportunities for recognition was initiated at the start of this fiscal year. This streamlined program has eliminated much of the administrative routine of the selection procedure and delegates authority to division chiefs to approve employee awards for outstanding contributions to the efficiency and economy of FAA operations. The three-step procedure includes (1) nomination of the employee by his immediate supervisor or facility chief, (2) concurrence by the branch chief, and (3) approval by the division chief who will make the award.

Presentation of awards pictured on this page were made at Regional headquarters and in the Fort Worth facilities.

Below left: Edwin Williams, Chief of Meacham Field Control Tower, (center) presents 20-year Service pins to Arthur Travis Overby (left) and Robert B. Powell. Center: Joseph Fischer (left) and Regional Director Archie W. League chat after Fischer received his 40-year Service Pin. He is area supervisor at the Fort Worth SMDO. Right: Charles F. Davis, Chief of Greater Southwest International Airport Tower, and a 20-year winner, gives Wallace Middick a 15-year Pin.

WESTERN REGION ROUNDUP

• **KUDOS**—TOM PROSSER, SMS chief at Lovell, Wyo., for outstanding handling of voluminous details pertaining to the recent Lovell radar dedication . . . Systems Maintenance personnel in the Regional Office for efficiency in carrying out the recent reorganization . . . the following Air Traffic personnel for outstanding recent "saves": K. M. SHAKE and J. G. LASSEN, Prescott, Ariz., H. W. BREWSTER and L. R. BOATMAN, Akron, Colo.; GEORGE P. ALLEN, JERRY S. STIDHAM and JAY N. OLSON, Bellingham, Wash.; ERSCHEL B. THORNBURG, Mullan Pass, Idaho, WILLIAM T. FOLEY, San Diego; and WILLIAM O. MARTIN and MAX W. LANDES, Santa Barbara; and D. E. SLONECKER, Burley, Idaho.

• **IN THIS ISSUE**—. . . If there is an "end-of-the-trapline" location in the Western Region, it's probably Hanksville, Utah, an area that is remote and rich in grandeur, high mesas, Indian lore and artifacts. On a recent trip to Hanksville, we thought the area would make mighty fine material for HORIZONS—and hope you agree . . . One of the finest, smoothest-running FAA dedications it has been our pleasure to witness was the recent dedication of the FAA District Office and Hangar at Los Angeles International Airport. The presence of Mr. Halaby, Mayor Yorty of Los Angeles, Mr. Tippets, Coast Guard dignitaries, and a large crowd, made for a memorable event and one we felt was tailor-made for these annals . . .

• **IN THE PUBLIC EYE**—A visit by top French aviation officials to the ARTCC at Fremont rated extensive coverage in the *Hayward Daily Review*. FRED M. MARKS, ATC chief at Fremont, conducted the tour of the center . . . The inauguration of United Air Lines and TWA service out of the new Metropolitan Oakland International Airport was hailed in the *Oakland Sunday Tribune*. Controllers RONALD JOHNSTON and FRANK SCOTT rated a photo in the *Tribune's* coverage . . . Considerable interest in FAA circles—and much reminiscing—at the publicity accorded the Los Angeles-Newark, N. J. flight of old "Tin Goose" Ford Tri-Motor. The airline which sponsored the flight billed it as being for the purpose of "dramatizing the dynamic progress of U. S. air transportation under the Civil Aeronautics Act" . . . "That's My Sky—A High Level Feud" is the *San Francisco Examiner* headline over a story about the Marysville, Calif., property owner who put out a "no trespassing" sign on his property north of the Yuba County Airport. The paper says the "no trespassing" signs were "in defense of his airspace."

• **SCATTER**—The augmented closed-circuit TV project for Los Angeles Tower has been approved by Washington. Three cameras will be installed near the glide path structure between runways 254 and 25L. . . . More than 600,000 persons have seen the FAA permanent display at the Museum of Science and Industry in Exposition Park, Los Angeles.

A Message from Joseph H. Tippets

For some time, Mr. Halaby, General Grant and the Regional Directors have concerned themselves with how best to organize and manage our widely-dispersed field offices.

This is a natural consequence of our specialized mission which requires that we locate where we can be most responsive to public needs. Towers are at airports where concentration of traffic occurs. Stations serve areas; centers serve flight areas; general aviation and air carrier offices are located to serve a particular concentration of aviation. So it is with all our important activities, even to the degree that facility engineers, maintenance and installation, are deployed far and wide to serve where the service is needed. Such deployment, does, however, give rise to a question of field organization structure and management.

One can easily say our specialties are of such a character that some independence of field units is the logical organization. On the other hand, it can be said that FAA functions are so closely-related that an overall field manager is essential to assure coordination and safety of our services.

Furthermore, in the expenditure of great sums of public funds, thousands of highly skilled experts can best be given leadership under a local manager.

It is with these concerns in mind that the Administrator has launched a national test program to factually determine: "How should FAA be organized below the regional office level?"

This test will have many projects in the several regions. Our region will, in the Southern California-Arizona area, test the comprehensive district office.

In this posture, all units in the designated area will report to a manager who will report directly to the Regional Director. One can quickly raise sound and valid "pro" and "con" issues on such an arrangement. It should not be forgotten, however, that a test is just that and is aimed at providing factual data and experience on which to base decisions.

When the tests in this and other regions are completed, they will be thoroughly evaluated both regionally and nationally and will help point the way toward the best arrangement possible for the U. S. government to fulfill its obligations to aviation through the FAA.

MID-SECTION SURGERY ON BOEING 377 MAKES ROOM FOR ROCKET COMPONENT

The problem: how do you transport large rocket components in a manner that will cut down on the three-to-four-week schedule via water from the West Coast to Cape Canaveral?

The answer: the "Pregnant Guppy"—a modification of the Boeing 377 Stratocruiser, a 4-engine commercial transport.

The FAA recently issued a certificate to permit Aero Spacelines Inc. of Van Nuys, Calif., to haul the rocket components in the modified plane. A major use of the plane will be for transporting S-IV stages from the Douglas Aircraft plant in Santa Monica, where they are manufactured, to the ground testing site in Sacramento, Calif., and to the launch site at Cape Canaveral, Fla.

A dummy of the S-IV stage recently was loaded on the "Guppy" at the FAA Hangar at LAX.

The FAA conducted test flights to prove the airworthiness of the unusual plane which was modified by the Van Nuys firm as a private venture over the past two years.

The National Aeronautics and Space Administration's Marshall Space Flight Center, Huntsville, awarded a contract contingent on the FAA's certification of the plane's airworthiness.

Planning for conversion of the B-377PG ("Guppy") began early in 1961. The basic Stratocruiser was lengthened 16 feet 8 inches by installing a special mid-section just aft of the wing, giving the plane a total length of 127 feet. The top of the cabin was raised to 21 feet above the cabin floor. The diameter of the "Guppy" was expanded by 12 feet, more than tripling the original volume to 29,187 cubic feet, making it the largest plane in the world in terms of cubic capacity. The "Guppy" can carry payloads of more than 17 tons.

The "Pregnant Guppy" being assembled at FAA Hangar in Los Angeles before flight test with a dummy rocket.

Aeronautics Directors Meet with Tippets

Recent meeting in Regional Office brought together the State Aeronautics Directors from six states to confer with FAA officials. Directors present at this get-together were James Vercellino, Arizona; William A. Gebenini, Washington; Clyde P. Barnett, California; Robert W. Dunn, Oregon; Ray Wilson, Colorado; and Marvin W. Stevenson, Wyoming. At head of table are, from right, Mr. Tippets; Charles Winger, heading the Airports Division and Edward C. Marsh, Deputy Director.

Administrator Halaby grins as reporters quiz him before hangar dedication. Halaby, flanked by J. H. Tippets (l.) and F. T. Fox (r.), inspects offices in the new hangar

New Hangar and Offices Dedicated

N. E. Halaby, Administrator of the Federal Aviation Agency, was present in Los Angeles for the dedication of the new FAA District Offices and Hangar on the South side of Los Angeles International Airport.

Other officials present included Joseph H. Tippets, Director, Western Region; Mayor Samuel Yorty of Los Angeles; Warren M. Dorn, chairman of the Los Angeles County Board of Supervisors and Francis T. Fox, general manager of the Los Angeles Department of Airports, who was master of ceremonies.

The U. S. Coast Guard Air Detachment, which is housed in a portion of the new hangar, also was dedicated during the ceremonies. Dedication activities were climaxed by a "scramble" drill by the detachment in which a helicopter crew simulated a rescue mission. More than 500 persons toured the new facility preceding and following the formal dedication ceremony.

The new hangar complex brings together a number of offices formerly situated at widely scattered points in the Greater Los Angeles area. Included are Aircraft and Avionics Maintenance Labs, Flight Inspection District and Field offices, Systems Maintenance District and Sector offices, an Air Carrier District Office, Engineering and Manufacturing District Office, Airport District Office and an I&M District Office.

Crowd of more than 500 attended dedication of hangar. Mr. Halaby's JetStar is at left.

Spectacular, colorful rock formations (right) characterize Hanksville region. Arvid Hess clambers down slope after examining ancient Indian rock paintings.

Hess with only a small portion of his collection of thousands of Indian arrowheads and artifacts picked up around Hanksville. He also gets his share of trout.

HORIZONS Visits Hanksville . . . "End of The Trapline"

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

"Salt Lake Center, this is United 649—emergency—two engines feathered, another on fire, will attempt landing at Hanksville . . ."

It was 0940M on August 26, 1951. The huge DC-6 landed safely. Once more the auxiliary field at Hanksville, Utah, had served its purpose well, aided by the Flight Service Specialist on duty, who issued field conditions, wind, altimeter setting and initiated assistance with fire fighting equipment.

Hanksville, once regarded as "leading candidate for the most isolated station in the continental United States," is, as the saying goes, "the end of the trapline." Today, the town is fast becoming the gateway to a vast vacation and recreation area. New highways in the area have opened up thousands of square miles of scenic wonders, previously accessible only by jeep or horseback.

Completion of Glen Canyon Dam will put the 1700-mile shoreline of Lake Powell just 20 miles away, with Hanksville the most logical entrance to the area from all directions except South.

Hanksville has deserts, sand dunes, streams, spectacular canyons, cliffs, and mountains that soar to nearly 12,000 feet. Hundreds of small, high mountain lakes teem with trout. Deer hunting is unsurpassed. Weasels, bobcats, fox, and an occasional mountain lion, prowl the Hanksville wilds. The area long has been known as the "Rock Hound's Paradise". Nearly every kind of semi-precious gemstone may be found at such places as Dirty Devil River, Muddy River, Robbers Roost, Poison Springs, Black Dragon, and Goblin Valley.

A Mr. Gibbons, one of the first pioneers in this area, opened a store in Hanksville in 1888. This was the only store in Southeastern Utah at that time to serve miners and stockmen. It is still operating and now under the ownership of E. E. Stone. Gibbons was well acquainted with Butch Cassidy and the old Robbers Roost Gang, which terrorized the entire Western United States during the 1880's and 1890's with bank robberies and holdups. Gibbons supplied Zane Grey with the backgrounds for two of Grey's most famous novels, "Wildfire" and "Robbers Roost."

Ruins of Moki or cliff dwelling Indians can still be found beneath large overhangs or cliffs along the Colorado River and in the Capitol Reef Country. These Indians were skilled in the art of pottery and basket weaving, but had no weapons as later Indians did. Cliff-dwelling Indians lived in the area from about 900 A.D. to 1100 A.D.

After the cliff dwellers vanished, at least two different tribes of Indians inhabited the region. They were nomadic, taking shelter under ledges and in teepees constructed on the open flat land. They hunted deer and buffalo for food and shelter. Ancient tribal campgrounds and fire pits can be found within a mile of Hanksville Airport. Historians report that Southeastern Utah once contained as many Indians as there are white people now living in the Salt Lake Valley.

There are a few drawbacks for FAA personnel located at Hanksville, according to Arvid E. Hess, chief of the station. They must travel 60 miles to a movie or the nearest doctor. It is 120 miles to the nearest hospital. But there are compensations. It is a paradise for seekers of artifacts. Exploring for arrowheads and old Indian weapons and grinding stones provides an interesting hobby for FAA personnel at Hanksville. There are frequent square dances, barbeques, and parties.

It might seem that Hanksville is "no place for kids". On the contrary, it is a wonderful environment for children, says Hess. Schooling is adequate despite the fact that there are only two schoolrooms, one for the first through fourth grades and the other for the fifth through eighth grades. High School students travel 62 miles by bus to Bicknell.

Yes, Hanksville is "the end of the trapline"—but it's a trapline vital to FAA—and with much to offer those who live there.

New Medicine On Medicine Mountain

Looking down on Wyoming's high, barren mesa, site of an ancient, mysterious medicine wheel, is another huge circle—one so vital that the nation's air safety depends on it.

The circle is the giant "bubble" housing the Federal Aviation Agency's huge new radar installation on Medicine Mountain near Lovell, Wyoming. The radar is tied in with the Salt Lake City air route traffic control center. It is one of seven mountaintop long-range radar installation serving the Salt Lake City center.

The new radar is situated at one of the highest points in the Big Horn Mountain Range—at an elevation of 9969 feet. A chain of transmitter and receiver stations carries radar data to the center.

Cost of the Medicine Mountain radar installation and the microwave links which support it total about $2,000,000.

The Medicine Mountain area housing the radar site is famed for its Wyoming landmark—the Medicine Wheel—near Highway 14 between Lovell and Sheridan.

The wheel, constructed of limestone slabs and boulders, is 248 feet in circumference and its pattern and orientation on the mountain indicate that the builders were sun-worshippers. (One FAA official suggested that a search be made at the base of towering cliffs on which the Medicine Wheel stands to determine whether there might be evidence there of human sacrifice rituals.)

Actually, the exact origin of the Medicine Wheel is lost in the mists of antiquity and even Indian legends give no clue to its significance. Some scientists are of the opinion that it is related in some way to an early Aztec or Mexican tribe which inhabited the area in the distant past. Ancient Indians are said to have met at the shrine under truce to worship the Great Spirit.

Flight-checking of the Medicine Mountain radar followed the dedication ceremony at which Mr. Tippets was principal speaker.

Another new FAA facility shares a mountain with a mystery. So far as the Lovell radar is concerned—there's no mystery about how vital it is to America's aviation.

Patches of snow linger around new Lovell radar. Ancient Medicine Wheel is a few hundred yards to the left of the site. Cal Taggart, (l.), Lovell mayor, greets Mr. Tippets on his arrival for dedication rites.

Dedication planners chat informally with Director Tippets at Lovell. From left: Howard Lusch, committee chairman; Jack Pearson, master of ceremonies; Bill Powell, Chamber of Commerce President, and Tippets.

FAA Paces Powder-Puff Races

As in years past, the FAA has worked closely with the officials of the All-Woman Transcontinental Air Race which, this year, started at Bakersfield, Calif., and concluded at the FAA's National Aviation Facilities Experimental Center (NAFEC)—the FAA's System Research and Development Service test center near Atlantic City.

Joseph H. Tippets, director, Western Region, was present in Bakersfield as a speaker at the pre-flight banquet. FAA officials at Bakersfield assisted in briefing contestants, in traffiic control arrangements and in filing of flight plans.

One former FAA employe, Betty Miller, was among those who departed from Bakersfield and crossed the country in the nationwide classic.

J. L. Zentner of the General Aviation District Office in Fresno, was present in Bakersfield to assist in preparations for the Powder Puff race. Forty-four racers participated.

The genial Director of the Western Region, Joseph Tippets, extends his good wishes to a former (and famous) FAA employee, Mrs. Betty Miller one of the "Powder Puffs." (right) At pre-flight banquet "Joe T." third from left at head table, was among the principal speakers. Below: Meadows Field, Bakersfield, moments after racers took off.

PERSONNEL PIPELINE

EXAMING BOARD EXPLAINED

We gather from various comments that there is some misunderstanding concerning the role and operations of the FAA Board of U. S. Civil Service Examiners.

The Civil Service Act authorizes the U. S. Civil Service Commission to establish Boards of Examiners composed of employees of Federal agencies for the purpose of examining applicants for particular positions in the Federal service.

Our Board of Examiners is composed of a Chairman (Ken Wall), an executive secretary, and board members who were nominated by the Regional Director and approved by the U. S. Civil Service Commission. The Board is also provided a clerical staff and panel raters—all of whom are FAA employees.

The primary purpose of the Board is to participate in the development of qualifications standards, announce examinations for positions appropriate to this FAA region (Air Traffic Control Specialist, Aviation Safety Officer, Airplane Pilot, Electronic Technician, stenographers, typists, etc.), rate applications (primarily through the services of panel raters), issue notices of rating, establish and maintain registers of eligibles.

The Executive Secretary (Margaret Conklin, an FAA employee) administers and is responsible to the Commission for its satisfactory operation. The Board's operations and procedures are subject to annual audit and review by the Commission and FAA representatives.

VISITATION PROGRAM

Members of the Placement Branch are periodically visiting Air Traffic Division facilities in the Southern California area to answer any questions pertaining to personnel matters as well as brief them on the personnel program; for example, the merit promotion plan, handling disciplinary actions, etc., and any other personnel information.

To date, five facilities have been visited. A great deal of interest has been shown, and it is planned to expand the program into other divisions. These were: Burbank, El Toro, Long Beach, Ontario and San Diego.

In San Diego, representatives were present from Miramar RATCC, San Diego FSS, Gillespie Tower, and San Diego Tower.

QUALITY INCREASES

The Western Region was quick to take advantage of the new "quality" within-grade pay increase award which became effective July 1, 1963, (see PT P 3450. 2A). After careful review of all recommendations previously submitted for other awards, coordination was effected with field offices for certifications on recommendations which could be approved. 120 of these awards were made.

A continuing need to select and develop effective supervisory personnel in the Federal service was stressed recently by Civil Service Commission Chairman John W. Macy, Jr.

SUPERVISOR SELECTION

In hearings before the Government Activities Subcommittee of the House Committee on Government Operations, Mr. Macy said:

"I think there needs to be a constant effort in the Federal service and any other enterprise to see to it that we are bringing people of leadership and capability into positions that involve the guidance and supervision of others. I feel that one of the most important decisions that has to be made in every organization is the selection of a supervisor who is going to guide others becaues this is the point at which motivation is going to be generated. This is the point at which standards are going to be applied.

"I am talking about all levels of supervision and we can write all kinds of standards. You can legislate all kinds of new programs but the final achievement of this in terms of public interest is in the hands of the man who is making the day-to-day decisions with respect to the people who are under his direction."

Launching the comprehensive district office test operation in the Western Region is this Regional Office planning team. From left, David Earley, Systems Maintenance; Burleigh Putnam, Flight Standards; Walter Moon, Management Analysis (Project Coordinator); Ben Freiman, Air Traffic; Joseph Orr, I & M; W. A. Stephens, Air Traffic (Area Manager); George Hammond, Budget; and Fred Wild, Airports. (See Tippet story, page 7, for additional details.)

Ivan Koch, left, representing Allegheny Airlines, is present at Los Angeles for transfer of a Convair (N-117)—from Allegheny to the FAA. FAA representatives present for the occasion were Clarence Ledbetter and Richard Yancey, from Oklahoma City. The plane will be used in training.

HALE NIU WINS FAA MIXED HANDICAP SUMMER BOWLING LEAGUE CROWN

Handsome clock-radios went to this beaming quintet which clinched championship honors. From left:- Atsumu Kajiwara; Team Captain, Stan Yamamoto; Cliff Miyashiro; Aiko Taguchi; and Maurice Motoda. And next year?

Ronald Somera (top), League Secretary-Treasurer, sees increase in teams next year. These cellar residents don't seem downhearted. (l. to r.) S. Shinagawa, E. Bell, G. Fernandez, A. Garcia, E. Kadi, and F. Kadi.

An awards banquet at Queen's Surf climaxed a "down to the wire" highly successful FAA mixed handicap summer bowling league.

The last three weeks of the series saw six teams in the running, but on the final night the Hale Niu team, captained by Stan Yamamoto, rallied to edge the Kona Grill team by two and one half points for the crown. The FAA league, according to Ron Somera, Secretary-Treasurer, one of the driving forces behind its organization, was conceived as one means of bringing the scattered FAAers on Oahu together.

The League began with ten teams, but the enthusiasm resulted in ten more teams for the second heat, and Ron anticipates the next league, which begins this fall, will increase to thirty teams. Any interested prospects may call Ron at Regional Headquarters.

From Canton to Wake for Island-Hopping Ueharas

If the Uehara family is any indication, then Canton Island must certainly be conducive to healthy living. The family left Canton for Wake Island after spending ten years on the tiny atoll. Here are Bunkichi, wife Shirley, children Loretta, Wayne, and Charles.

Some people are afflicted with claustrophobia. Not so the Uehara family, late of Canton Island. The man of the family, Bunkichi Uehara, arrived on Canton Island in August of 1953 as a Property and Supply Officer. His wife, Shirley, daughters Pauline and Loretta, and sons Gary and Wayne, arrived a year later. The youngest son, Charles, was born on Canton. The two oldest children are attending school in Honolulu. Departing Canton with Mr. and Mrs. Uehara were Loretta, Wayne, and Charles.

On the same flight were Mariano Escalona, Automotive Mechanic, and Jose Caingles, Carpenter, who also were transferring from Canton to Wake Island.

One would naturally assume that the Ueharas, after being on a small island for ten years (save two months), would look forward to life in the big city; not so the Ueharas. They transferred from Canton Island to Wake Island—from 1900 miles south of Honolulu to 2300 miles west of Honolulu. Wake, incidentally, is about the same size and shape as Canton, so the chances are they'll feel just as much at home . . . and, we add, just as confined.

HAINES TO SAMOA STATION

James W. Haines, a ten-year veteran of the Pacific Region, has been selected for a position in American Samoa as the official in charge of the Aeronautical Communications Station near Tafuna Airport. Haines has spent five years on Wake Island as an Air Traffic Control Specialist. His most recent post was in the Honolulu FSS. In the photo above, Bill Snyder, Public Affairs Office, is briefing Haines (center) and Roy H. Clemens, Chief, Communications and Flight Operations Section, on some phases of life in Samoa.

CAP Cadets prepare to board FAA Super-Connie for island-hopping trip to Kahului, Maui, and Hilo, Hawaii. Robert Rasmussen, Navigator (l., front), who made arrangements for the flight teaches ground school classes. Next to him is William G. Shreve, Chief, Flight Inspection and Logistics Branch, and Senior CAP officials.

CAP Taken for Ride by FAA

Thirty-eight Civil Air Patrol members were literally "taken for a ride" by the Flight Standards Division, Pacific Region, recently. The desire for a flight by the Bellows Squadron, CAP, was combined with the necessity to flight check the Kahului, Maui, and Hilo, Hawaii Voice-Omni-Ranges, thus committing the Region's super-Constellation to double duty.

All necessary arrangements for the flight, including the coordination between Civil Air Patrol and Flight Standards Division, were made by FAA Navigator Robert Rasmussen. Bob has for some time been active in working with the Civil Air Patrol, assisting in various training activities, including teaching navigation courses himself. The CAP cadets expressed a desire to go for a ride in one of the planes they had heard so much about (from Rasmussen), so Bob went to work coordinating.

The day's activities began about ten o'clock in the morning with the flight from Honolulu to Kahului—slightly over one hundred miles away. The VOR at Kahului was checked and the flight proceeded to Hilo—another hundred miles—where all hands deplaned for lunch. The group was taken on a tour of the control tower and communication station at Hilo after lunch, followed by the return flight to Honolulu. They arrived at Honolulu International Airport about three in the afternoon and boarded a CAP bus to their home base on the windward side of the Island.

In the Hilo tower, Bob Rasmussen watches as D. A. Panika, ATC explains control and communications to R. Kaopuiki, G. Holau, S. Capello, and Gregg Prather.

Cute cadets and a senior member receive safety briefing from John G. John, Jr. Left to right they are Joann Goers, Sandra Shadowens, and John V. Britos.

Edw. Meyer, Club Prexy

Keith Carter, Club Manager and Chief, Wake Center/Tower, talks over some ideas with George LaCaille, Chief, Wake IFSS.

Wake Island Community Club a Going Concern

Some people would feel alone—all alone and lonely—on the corner of Fifth Avenue and Broadway, while others could occupy themselves contentedly—though alone—on a tiny, lonely isle. The FAA people on Wake Island are in a category somewhere between these two extremes, both physically and psychologically.

The Federal Aviation Agency has over six hundred employees and dependents on the tiny atoll which, with Wake, Peale, and Wilkes Islands, has a total land area of only two and one half square miles. From this area subtract the landing strip, aircraft parking and maintenance areas, ground powered equipment areas, buildings and other "business" areas, and the total area for living and recreation proposes becomes rather thinly spread.

Sporting events have been for some time the order of the day. Shortly after the war some ingenious golfing addicts—members of the "Low Tide Golf Club"—built a golf course, nine holes of which were located on the beach around the lagoon and nine of which were in the lagoon—available only during low tide. In the intervening years the course has given way to the march of progress. Antenna poles have replaced the beach portion of the course, and a catch basin has taken the lion's share of the lagoon portion.

With the FAA population growth during the past decade, it became increasingly difficult to provide recreation, and the Island administration realized that recreational activities were needed to maintain some interest outside the work-a-day routine. Various methods were tried—some with fair to moderate success—others with somewhat less.

In July 1962, through the efforts of the then Island Manager, Thomas D. Musson, with the help of Arthur J. Dalton, of Regional Headquarters P&T Division, and encouraged by Director Robert I. Gale, the FAA Community Club was organized and launched. The Club's President, Edward Meyer, burned the midnight oil dreaming up ideas for the Club. In this he was ably and enthusiastically assisted by Vice President Archie Trent; Secretary Kay Kanae; Treasurer Henry Aki; and Trustees Polly Bockus, Connie Perkins, and Juanita Watson.

While the Club skirted the rocks and shoals for a period it nevertheless remained stable, financially, which a former association was unable to do. It succeeded in paying off old liabilities while remaining on a cash-and-carry basis for current activties.

Club Manager Keith Carter, exercising considerable ingenuity, planned activities for the entire family. An annex packaged-goods store was opened in connection with the bar. The office and administration quarters were enlarged and improved. A warehouse was moved to the new location of the Clubhouse, and a recreation room was built to house two new pool tables. The old terminal building was being eyed for a hobby shop.

Eventually a piano was purchased, and an orchestra formed, composed of FAA employees. This group played for all dances and social events. Some 'teen hops were especially successful and popular. During the past holidays the Club was exceptionally busy. The Christmas season was topped off with a Santa parade and a big party for the children, plus a dance for the adults. To say that the New Year's party was a howling success would be putting it mildly. The Easter party was equally popular; there was an egg hunt for the small children and a hat contest for the teen-agers. The entertainment committee of the Club, formerly under the leadership of Kenny Kondo, presently headed by Rudy Vela, takes an active part in each event scheduled by the Club.

Membership cards are being issued, and proceeds from the Club are being banked under the name of the FAA Community Club Building Fund. Plans are in the mill for a new clubhouse, to include an enclosed patio, an air-conditioned bar, and rooms for card games, music, hobby shop, kitchen, and a nursery. The Club trustees expect the new building to be started within a year.

On July 4 the Club was one year old. The birthday anniversary was the cause for *mucho grande* celebration, not only because of the age of the Club, but also because the Club, on that date, was finally in the black, ledgerwise.

Right: When the books reached Apia (Upolu Island), Western Samoa, they had to be passed by customs officials. Pote Alosio, Chief of Customs, released books to Father Theodore Ellis, as Taunoa Toleafoa, Captain of the motor launch "Rendy" showed interest in a couple of books. Looking on was Jack Titchen, photographer. Below: Gil McCoy, Region's Public Affa'rs Officer, helped Titchen get books to Samoa.

Ray Johnson, Construction Inspector, helped cart the books.

After the books arrived at Tafuna Airport, Leonard Nelson (below) FAA Resident Engineer for American Samoa, was nearly crowded out of this small office behind his house where books were stored for several weeks.

FAA PLAYS PART IN BOOK STORY

Honolulu Star Bulletin Photographer Jack Titchen pauses at American Samoa Port Administration office to see if books have been loaded.

This is a book story—a story about a book—hundreds of books, and a trip by auto, airplane, and boat from Honolulu, Hawaii, to Savai'i, Western Samoa. The story really started with the following letter to the Editor of the *Honolulu Star-Bulletin* last spring:

"May I put in a plea for help through your paper? I am a Catholic priest in charge of two schools serving a large area on the island of Savai'i in Western Samoa. These are just two schools among many on the islands of Western Samoa conducted by the Catholic Missions.

"There is need for text books and library books in order to better help our children. The children in my school have no text books and have to rely on the diligent efforts of their teachers. There are children of other faiths in my schools. I would like to help them the best way possible. May I request the kind help of your readers for books? . . . . . .

"Thank you very much.

FATHER THEODORE J. ELLIS, S.M., Catholic Mission, Safotulafai, Savai'i, Western Samoa"

"PS.—Jack Titchen, your staff photographer, has kindly offered to act as co-ordinator of replies to this request and the handling of the books in Hawaii. He can be reached by mail or telephone care of your newspaper. Thank you."

Following the publication of the letter, Jack Titchen, a photographer for the *Star-Bulletin*, began collecting books—from the office of the *Star-Bulletin*—from the mailman—from the cop on the beat—and from the step of his front porch. The collection soon dispossessed his car from the garage, as people from all over Hawaii sent books, books, and more books.

When the parade of books finally ended, Jack, a longtime friend of Father Ellis, had only one problem: how to get the books from his garage to the Island of Savai'i. Eventually he came to the FAA Pacific Region Headquarters. Gilbert E. McCoy, Public Affairs Officer, coordinated with the Flight Standards Division, and arranged to have the books sent—a box or two at a time—in the FAA logistics schedule aircraft of the Pacific Region. Some of the books stopped at Canton Island for a while; others continued on the same flight: Honolulu to Tafuna, American Samoa.

Finally they all reached Tafuna, where they were stored in the office of the FAA Resident Engineer, Leonard Nelson, by his ambitious and enterprising assistant, Ray Johnson. This nearly crowded Nelson out the back door of his small office, into the cane fields near Tafuna Airport.

Jack Titchen was transported to Samoa via FAA plane the latter part of June, to follow up on delivery of the books. When he arrived, the books were already aboard a boat in Pago Pago harbor. Jack, armed with a passport, secured a permit to leave American Samoa, and another to enter Western Samoa, boarded the "Rendy" at midnight, slept on the deck, and awoke the next morning in Apia Harbor, Island of Upolu.

In Apia, the books were detained by customs officials, who wouldn't release them to Titchen without his paying a sizeable chunk of duty. Titchen, who couldn't even imagine that much money, much less produce it, proceeded in to the Island of Savai'i without the books, and met Father Ellis at the Palauli Mission at Vailoa. The two returned to Apia and Father Ellis was able to convince Customs Chief Pote Alosio that the books were gifts from the people of Hawaii—not to be sold—but to be made available to school children. The books were released to Father Ellis and eventually transferred from Apia via small launch bound for Savai'i.

Father Ellis thanked Titchen enthusiastically and returned with the books to Savai'i. Titchen returned to Pago Pago by Polynesian Airlines DC-3 and boarded a Pan American jet for Honolulu (at his personal expense). This is the end of the tale, but probably not the end of the story. Father Ellis will remind the people of Savai'i—especially the school children—of the kindness of the people of Hawaii, for years to come. A few of them may remember that the Federal Aviation Agency of the United States of America also played a part in getting the books to them.

Henry Lee of the Honolulu International Flight Service Station, delivers weather report to Mary Louise Blackburn, U. S. Coast Guard District Office; Jennings S. Mather, CSC; Sung Dai Seu, Social Security Administration; Louis Shannon, Chief Petty Officer, 14th Naval District; and Louis B. Gettman, Pacific Region, FAA.

Federal Personnel Officers Hosted at Diamond Head

The June meeting of the Federal Personnel Council of the Pacific was held in the conference room of the Diamond Head FAA facility, which houses the Honolulu Air Route Traffic Control Center and the Honolulu International Flight Service Station. Host was Louis B. Gettman, Chief, Personnel and Training Division, Pacific Region.

The Council, which was organized shortly after the end of World War II, was formed for the purpose of bringing all Federal Service personnel officers together periodically to discuss mutual problems and procedures; this has helped to create some standardization of personnel policies among the federal agencies in the Pacific area.

Council members were given a tour of the Honolulu ARTCC and the Honolulu IFSS. Following the tours of the facilities, the group was briefed by Arthur R. Marcus, Chief, ARTCC; Milton J. Braddy, Chief, IFSS; Arthur C. Mederos, Chief, SMDO #1; and John Niemann, Chief, SMS #1, Diamond Head.

The Chiefs answered numerous questions posed by members of the Council. One of the "mysteries" (to the council) was how the Pacific Region managed to recruit personnel for such outlying posts as Wake Island, Canton Island, and Samoa. Council members were surprised to learn that the Region has quite a waiting list of personnel anxious to go to these posts of duty where there is an automatic eight-hour overtime period a week, and a chance for the average employee to save about five thousand dollars a year.

RADAR CONTACT! Truman Hoffman, highly qualified Radar Controller, Honolulu ARTC Center, points out a target on the PPI scope to Mary Louise Blackburn (seated). Looking on with interest are Pearle Burlingame, Administrative Services Assistant, Pacific Missile Range; and Muriel Chang, CSC.

WINFRED INOUYE WINS $200 ENGINEERING AWARD

Winfred Inouye, a 1963 graduate of Waimea High School, Waimea, Kauai, was recently announced as the winner for the Pacific Region of the Joseph B. Harris Memorial Scholarship Award contest. His 2500-word paper entitled "Improved Traffic Control through the Application of Electronic Technology," won him a check for $200, and the right to compete with contestants from the other six regions of the FAA for the grand award of $2000. Presentation of the award was recently made at Pacific Region Headquarters by Robert I. Gale, Director, and Charles Yee, Chairman of the Oahu Chapter of the AES.

Recent Activities Are Spotlighted at Lihue FSS

An installation crew under the supervision of Bob Waters performed a major facelift on the Lihue FSS. We now have a two-position console, and teletypes that barely can be heard. For a few days after the console was officially commissioned, complaints from the operators were loud and often. However, now that all the bugs are out of it, we're happy once more.

Paul Meyers and family "public lawing" the mainland. Paul went via air, while the wife and family luxuriated on the Lurline. Shipboard living is too confining for Paul, but he could probably be enticed if Matson installed miniature golf courses on their floating hotels.

Tips for FSS and CS/T Personnel

The Eveready Battery Company has a flashlight on the market with a powerful magnet located on its underside. This flashlight, when placed as much as nine inches away from the magnetic compass (with the magnet facing the compass), will introduce an error of more than one hundred degrees. The error decreases proportionately as the flashlight is moved farther away.

At those locations where VOR ground check points are located, a pilot whose taxi route takes him abeam of the check point radial, can check out his VOR receiver as follows: Prior to taxiing, he should crank in the appropriate check radial and observe the left/right needle for centering as he slowly taxis by the check point.

Sports

Kauai's trout season opened August 1. The streams are located in the Kokee forest area at the 3500-foot level. Fishing is permitted on a continuous basis for the first two weeks, and thereafter on weekends through September. Last year Joe Soares caught eight rainbows in two sessions with a bamboo pole and worms for bait. A relative of Joe's caught a four-pound rainbow.

HILO STATION/TOWER NEWS

It appears as though every time I sit down to write something about the goings on in Hilo, everything suddenly gets mighty quiet. But then, Hilo is a mighty quiet place. So, scraping through every available source of information I can get hold of—let's go to press!

Have been having several FAA visitors from the big city (Honolulu) this summer. All have been coming in on the Region's flight familiarization program. Those hot Cessna pilots—Anderson, Rogers, Heu, and Duvauchelle, have really been putting the program through its paces. And it's all been highly beneficial for everyone's having a hand in it.

We're also getting some practical work in checking out the new lost aircraft plotter—courtesy of Messrs. Heu and Eckart in a Cessna 310. Sharky Ogata had quite a workout with one practice session; he performed magnificently. Chalk up another "save" for Hilo CS/T!

We're still awaiting further construction on the addition to our runway 8/26 and as of this date no word as to who or when the job's to be done. Hope the final phase of construction is completed as rapidly as was the initial phase.

Sure wish I could think of more to write about, but since our news staff is limited in number (one), the supply of newsworthy items is rather skimpy. Perhaps we'll have more news next time. Funny—seems like I say that all the time. Oh, well—'bye now!—T.C.

Winners of Wake AES Awards

The students shown above were Wake Island winners in the Airways Engineering Society's Joseph B. Harriss Memorial Scholarship Award contest. From left to right: Russell Baily, $100 bond and $35 cash; Cecelia Conley, $50 bond, $25 cash; and Michael Samuels, $25 bond, $10 cash. In rear, left, Harry Bovey, Wake Island Chapter Representative; and Frank Kadi, Assistant Chief, Systems Maintenance Division.

Earns Armed Forces Certificate. *A member of the Pacific Region's Air Carrier District Office has earned a distinctive certificate from the Industrial College of the Armed Forces. He is Charles J. Staley, a Lieutenant Commander in the U. S. Naval Reserve. He is shown above (right) receiving his certificate for completion of a course, "The Economics of National Security," from Captain Hugh K. Laing, USN, Deputy Director, Pacific Region. The letter forwarding the certificate, signed by Major General A. T. Wilson, Deputy Commandant of the School, stated in part, "His average grade for the entire course places him in the top 10 per cent of our graduates."*

The Beauty of it All. *Robert I. Gale, Director, Pacific Region, beams the congratulations of the entire Region to winner Jeanne Brum in the Miss Hawaii-Universe contest. Miss Brum is a secretary in Compliance and Security.*

F. K. Leong Joins Honolulu FTS, Is Recent FAA Academy Graduate

Tom Moore, Watch Supervisor, Honolulu FSS, explains an instruction note to Trainee Frederick K. M. Leong.

Reporting fresh from nine weeks at the FAA Academy, Frederick K. M. Leong entered on duty at the Honolulu FSS on June 10, 1963. Fred earned high recommendations from his instructors in Oklahoma City, and is approaching his new duties with enthusiasm.

At 23, Fred is a veteran of four and one half years in Air Force communications, with tours of duty in Japan and Italy. He is a native of Honolulu, having graduated from McKinley High School in 1958. Less than two weeks after reporting for work he married the former Winona Quon, of Honolulu, on June 22. His bride is employed at the University of Hawaii. The young couple have an apartment at 1449 Pensacola Street in Honolulu. A week's honeymoon on Kauai during July provided the relaxation to prepare for a hard grind toward an eventual top-echelon position in the FAA.

It looks as if this Chinese "Year of the Rabbit" will be a memorable year for Fred, combining a new career with marriage. He will certainly be "hopping" to keep up with his Training Manuals and his orders from headquarters—distaff-wise!

JUNIOR HI DIPLOMAS AT WAKE

Wake Island established another "first" with the commencement exercises in June, when ten graduates of the Junior High School received diplomas from School Principal Leon Green and Island Manager Cyril Amerling.

Lester Wold of Summit Directs Rescue Effort from Own Aircraft

A first was scored in the Alaskan Region when an FSS man answered a MAYDAY call, flew to the scene and helped effect a rescue of the pilots with his own airplane.

At the Summit Station, Flight Service Specialist Lester G. Wold on duty received a "MAYDAY" from a Piper PA-20, advising that the plane had lost oil pressure and was making a crash landing on the Alaska Railroad tracks about ten miles south of Summit.

Wold acknowledged the call and attempted to maintain radio contact; however subsequent radio calls to the aircraft failed to establish further contact and it was apparent an accident had resulted.

Specialist Wold promptly requested and received permission to fly his own plane to the scene of emergency since it was parked adjacent to the FSS building.

Ten minutes after receiving the distress message Wold sighted the downed aircraft which had crashed near the railroad tracks and flipped over on its back, one-half mile south of Broad Pass.

Two men were sighted walking away from their downed aircraft with no apparent serious injuries. After a total elapsed time of twenty-five minutes Les Wold was back again, doing "business at the same old stand" as if nothing out of the ordinary had occurred.

Lester G. Wold

Once-in-a-Lifetime Spectacle

Thousands of Alaskans stood in quiet wonder Saturday morning, July 20, to witness a rare phenomenon. At tiny Talkeetna, population 150, where FAA has an airport, a huge gathering of people descended upon this small village by all modes of transportation to witness this once-in-a-lifetime event. Why Talkeetna? Because it lay in the path of complete totality for the eclipse. In photo at left, two Indian visitors, Mr. and Mrs. R. Parthasarathy from the Geophysical Institute at the University of Alaska viewed the eclipse at its early stages through exposed film. At right, four astronomy students from Nebraska University stand in front of the FSS and two of the fifty-five aircraft that flew into the area.

The sun in total eclipse was captured on film by FAA photographer Ray Stone. In foreground is the Vortac navigation aid located near Talkeetna FSS. An illusion in dimension are the mountains of the Alaskan Range, with Mt. McKinley at right. Seeming to nestle behind the Vortac, they are really 70 miles away.

Trap Shooters Ready to Aim With New Reloader and New Clubhouse

The King Salmon Sportsman's Association (trap-shooting section) has progressed slowly during the past month. We are awaiting the arrival of a White Flyer trap, a necessary item to our shooting. The club has purchased a production type shotshell reloader together with a large quantity of reloading components.

We have acquired the use of a sturdy building which was surplus to the needs of the Weather Bureau and FAA for use as a clubhouse, and we are in the process of moving the building to our gun club site. It is hoped that by the time of the next issue we will be able to report the results of our first shoot.

CALIFORNIA HERE SHE COMES

When Barbara Nurse makes a change it's a big one—this time from snowy Alaska to Sunny California. Mrs. Nurse worked as secretary to the Deputy Regional Director, transferred to Office of Information Services, Los Angeles.

YOUNG PILOT MAKES THE GRADE

David Reeve, who learned to fly when he was 16, got his private certificate on his 17th birthday and his commercial ticket on the day he reached 18. Here David acknowledges the congratulations of Inspector Donald Robinett who checked him out on the momentous flight. David also possesses multi-engine, instrument flight rules, and float ratings.

King Salmon Dedicates FSS

June was the month for dedicating new Flight Service Stations in Alaska, and not to be outdone by Nome, King Salmon Station had its own "kick off" ceremony on June 21, with wives acting as hostesses at the Open House. Left to right: Mmes S. Pruitt, R. Rigelhof, S. Johnson, B. Maciariello, M. Dolan and N. Boswell.

Joint Ribbon Cutting Ceremony

The King Salmon FSS is combined with the Weather Bureau office. Attending the dedication were representatives of the Air Force, government and civilian "users" of the new facility. Assisting at the ribbon cutting ceremonies were Mac A. Emerson, USWB Alaskan Regional Director, Donald S. Wolfe, Chief Air Traffic Division, Lt. Col. Wayne Daniel, USAF, Commander SO71 Air Base Squadron, and Albert W. Ball, president of Western Alaska Airlines Inc., who represented the airline companies serving the area. The Station begins a new era for aviation in Alaska.

After clearing customs at Northway, members of the "Mukluk" and "Sourdough" clans Flying Farmers International, pitched tents off the runway while their less rugged associates, "Greenbacks," and "Explorers," flew on to softer berths in Fairbanks. (right) Waiting to refuel before start of an 11-day tour of the 49th State.

Flying Farmers

Northway, the customs check point for pilots entering Alaska, located thirty miles from the Canadian border, experienced a flurry of activity June 26, when 35 planes and 90 International Flying Farmers converged on this station.

The tour was divided into four groups. The Sourdoughs and Mukluks, the camping groups, stayed overnight in Northway camping near the airfield. The Greenbacks and Explorers, who preferred not to rough it, went on to Fairbanks where the other two groups joined them the next day.

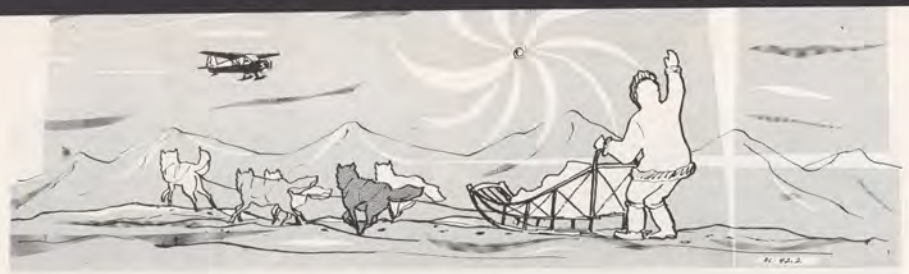
This international organization, headed by Walter Ross of Lethbridge, Alberta, Canada, claims a membership of 7000, each of whom must derive at least 51 per cent of his income from agricultural pursuits. A common interest of the group is to study agriculture of the present day and to increase their knowledge of the latest agrarian developments.

The group congregated in Lethbridge, Alberta, having come from California, Texas, Oklahoma, New Jersey, Maryland, South Dakota, Wisconsin, Wyoming, Colorado, Arizona, Alberta and Saskatchewan.

During their 11-day tour of Alaska they spent a few days in Fairbanks with a side trip to Fort Yukon to see the midnight sun, and then traveled southward to Anchorage and other points of interest in this area.

Flight Standards personnel from Anchorage and Fairbanks were on hand at Northway to brief the flyers and help them in planning their flight plans and airways to other parts of the State.

Map spread on the wing of their twin-engine Cessna, Mr. and Mrs. Walter Ross of Lethbridge, Alberta, check the route to Fairbanks. Right: Alfred K. Young, General Operations Specialist (1) and Jay McCausland, FSDO Fairbanks, brief the Flying Farmers on Alaskan terrain, weather, NAVAIDS, etc., prior to the big takeoff.



NOME'S GOLD RUSH DAYS RELIVED

Gold! We leapt from our benches.
Gold! We sprang from our stools.
Men from the sands of the Sunland; men
from the woods of the West;
Men from the farm and cities; into
the Northland we pressed.
Graybeards and striplings and women,
good men and bad men and bold.
Leaving our homes and our loved ones,
crying exultingly—"Gold!"

In these few lines, Robert W. Service—a chronicler of Alaska's earliest days—captured the spirit of Nome at the turn of the century. Nome! The city of golden beaches, where 25,000 sourdoughs lived in a tent city, suffered the cruel elements, and scratched the earth for the precious metal.

Each spring, the citizens of Nome revive the spirit of the "gold rush days" with a "Midnight Sun Festival" which was held this year on June 20-22.

A stranger visiting Nome during Festival days this year and not forewarned what to expect—would have headed for the nearest eye doctor for an examination. Arriving by airplane or ship, he would have encountered the men of Nome sporting beards, bowler hats, and wearing the garb of a half century ago—perfect caricatures of the oldtimers who first came to Nome in sailing ships from Seattle, or "mushed" overland on dogsleds to stake their claims and search for gold.

Not to be outdone, the ladies of Nome—bonneted and bustled, resplendent in their satin gowns—did their part in re-creating the spirit and flavor of Nome's lusty and rugged past.

It was in this setting that FAA dedicated its new Flight Service Station at the Nome airport on the final day of the festival, June 22.

At a formal ribbon cutting ceremony—a scheduled festival attraction—the half-million dollar facility opened its doors for business, offering "one stop" weather and flight assistance service.

Somehow, even the dedication had a "gold rush" flavor. Among the many who came in a motorcade to attend the dedication, partake of the refreshments provided by FAAers, and tour the modern building, were some of Nome's first lady pioneers in authentic "Gay Nineties" costume. There was Mrs. Carrie McLain, who came to Nome in 1905 as a young girl with her father, a Klondike miner, from her home in New York, travelling the last 100 miles from Teller by dogsled in minus forty degree weather. Also Mrs. Crissie Waldhelm who arrived by sailing ship with her husband a year later from Norway.

To the uninitiated, the idea of FAA attempting to identify with Nome's "gold rush" past must have seemed far-fetched. Where did aviation and the airplane fit into the picture? This anachronism didn't bother true Alaskans at all. Being a new State, history seems a part of the present here; Alaska is only now beginning to emerge from its past.

Who would deny that it was the airplane that opened the "great land" to development and was instrumental in Alaska's march to statehood?

Aviation may not have played any part during the rush to the beaches, but it only missed by twelve years. Early records reveal that the first airplane in Alaska was built at Nome in 1912. Henry Peterson, a school teacher, built his strange looking rig in a shed. The Eskimos named it Ting Mayuk—Bird of the Tundra.

It never did fly. Peterson said it was under-powered; and no amount of pushing and pulling attempts by work gangs was able to get it airborne.

The fact that it never flew does not mar the record that it was the first airplane built in Alaska.

So it was appropos, after all, that FAA take part in this year's event. In recognition of the role played by aviation and the FAA in Nome's development, Mrs. E. P. Boucher, of the *Nome Nugget* editorialized at the conclusion of the dedication:

"FAA has an important function in Northwestern Alaska where the only transportation to any other part of the world is by air. It is gratifying that people like Al Hulen, an Alaskan since 1935 and head of the Alaskan Region since 1955 had the vision to see the need and be instrumental in providing adequate service.

"The FAA has brought men to the community with leadership and high ideals and they have given of their talents to make this a better community. The last three station managers have been outstanding in their community service. Bill Barber, Dusty Rhodes and James Hart, all of whom have contributed generously of their time which has been recognized and appreciated."

The only FAAer who showed any sign of worry during the dedication was the new station manager, Ray Caudle. Gaving at the gleaming new glass and metal FSS building, onlookers heard him muttering aloud, "What in the world am I going to do next year for an encore?"

Ann Chambers, in royal robes, snips the ribbon and opened the doors of the new FSS Building. Assisting her are former Station Manager James R. Hart, (l) and J. R. Caudle, his replacement. All Nome turned out to celebrate the big aviation event.

Pioneers Carrie McLain (l) and Chrissie Waldhelm, wearing the authentic garb of gay Nineties when the big gold rush was on. Below: The Caudles, J. R., Marcie, Kim, and Pierre, with abandoned gold dredge in their front yard. He is Nome Station Mgr.

Eugene Farland operates the A/G console in Nome's new FSS, dedicated during Festival. Watching are Mrs. Robert Harwood (l), Mrs. Emily Boucher of the Nome Nugget, Kathy Harwood, and Nome Councilman Harwood.

James R. Hart (l), former Station Manager at Nome, gets retirement certificate from Virgil Knight representing Regional Director Hulen. After 30 years of Federal Service, Hart headed for Paradise Calif. and lots of fishing.

History repeated as J. J. Walsh takes first watch at new FSS; 18 years ago he had it at old Station. Below: Ann Chambers, Festival Queen, takes the cake from Mrs. J. Walsh, wife of FAA engineer. Cake is replica of FSS.

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

KENAI

Our local lawns took a beating from the adverse winter weather, and we have hauled top soil and spread over the killed areas and reseeded in the hopes it will sprout before fall. We built up the edge of the river bank by adding top soil so that the water drainage is away from the river.

The City Council has been meeting to discuss whether to accept or reject the proposal of taking over the field. I have had several informal meetings with the Mayor and members of the Airport Committee and it seems that the intent is to take over the field as they are scouting around for a field manager. The Council is also to define the duties and powers of the Airport Committee in regard to the property that is to be turned over to the city.

Mr. Manring, our new EMT arrived at the station in midsummer, and Jack Hummel, our new FSS Chief, returned about the same time from an outside trip.

J. C. Lawton

ANIAK

Station Manager/Station Chief, James H. Seitz received his transfer to Station Manager at Cordova and on the 13th of June he and his family departed Aniak via N-5 for Anchorage. Jerry M. Christensen, Electronics, was made Acting Station Manager and Jack E. Moore was designated Chief of Operations.

The Aniak Health and Civic Counsel made plans for a 4th of July celebration with many contests and activities. FAAers worked hard to make this a big day: Jerry Christensen, Chairman of the turkey shoot, Mrs. Edwina Moore and Miss Marta Moore on the Central Committee and Bill Smith ran the Children's Fish Cutting contest.

Familiarization visits were made to the station by Lt. Col. Geyser on the 12th of June and by Mr. Consaul, AL-505, on the 25th and 26th. Mr. Jennings of the Weather Bureau also visited the station during the month. On the 24th and 25th, Operations had two peak days with 38 airport advisories due to the fish hauls.

Jerry M. Christensen

UNALAKLEET

The station suffered a fire in apartment 103-2 on June 4. Apparent cause was children playing with a cigarette lighter in a closet. Due to prompt response by station and BIA personnel the fire was contained in the one bedroom of the apartment; however smoke and heat damage required complete repainting of all four rooms in the apartment. As a result of this fire a safety meeting was held and plans set up for instruction of women in proper handling of fire extinguishers. After the meeting on June 29 all participants adjourned to the slough for instruction and familiarity session with the CD Jeep Pumper. It was discovered that the check valve on the external intake was faulty. This is being checked into and proper parts ordered from Civil Defense.

Donn Baker and family transferred from Station Manager at Unalakleet to Supervisor of the Anchorage Transmitter site on June 27. The new Station Manager, William Blacka is tentatively scheduled to arrive on July 10, in the meantime SATCS Jensen is assuming Acting Station Manager duties. ATCS Bliss departed for the south 48 on PL737. ATCS Hathorn returned from a tour of Alaskan highways.

Air service to Unalakleet has improved considerably since Alaska Airlines have placed two Convair 340's on the Anchorage-Nome route. One has the large cargo door which permits better cargo and mail service than has been previously given with the conventional aircraft.

James I. Jensen

FAREWELL

Eugene T. Zumwalt and family arrived at Farewell to replace SEMT Leslie O. Prestegard and family.

Air activity continues to increase. Our six based aircraft and VFR traffic through the passes making up most of it. We now have six light aircraft based at Farewell. ATCS Dick Smecko, Clerk-Typist Audrey Clark and dependant Ila Adams followed EMT Robert Allen with several solos for each.

We had several visitors during June, including Ray Stone, AL-42.3, Jim Wilhelm and Eldon Gubler, FSDO-1, and Chuck Poell of the *Anchorage Times* on the 11th, and Col. Geyser, L. Maddeford, AL-504, Richard Shaykin, AL-7, and Dan Bossert, CAP cadet from Anchorage on the 13th. On the 25th Harold Scott and Dick Brislin of the Anchorage Office were here.

Raymond F. Harry

SUMMIT

Two FSS specialists entered on annual leave during June; Edward Kohl and James Mulholland. Mulholland continues on extended annual leave under PL737; Kohl returned to duty from emergency leave on June 16.

Mr. Harold Consaul, Evaluation Branch Chief, accompanied by Weather Bureau Quality Control Officer, Mrs. Claire Jensen, arrived in Summit on June 24 for a brief two-hour visit and a check evaluation of the FSS pilot weather briefing program.

Beverly Rose, Clerk-Typist, reported to work on June 7, and our Station Manager departed on annual leave June 9. Considerable activity in and around the area from the State survey crews. It seems that new highway construction will begin soon.

Henry L. Olsen

NENANA

ATCS James H. Cummins spent the month in the Lower 48 on leave. Visitors from the RO during June were Mr. McMurry and Mr. Barber. Barber evaluated the pilot's meeting at Clear and McMurry held station informal evaluation.

The pilot's meeting at Clear AF site was a success, and there are many requests for further meetings of this kind.

ATCS Donald E. Loesche participated in the Yukon 500 Boat race this year but was unable to finish even though in third place.

Early in the month the flight check indicated TACAN unreliable. The facility was shut down for considerable maintenance for about ten days when flight check indicated normal condition. Technicians were called in from other points to accelerate repairs. Our new TACAN antenna on hand for installation.

On June 3 Regional Office party of G. O. Kempton, Richard Young and Virgil Knight accompanied a state group to Nenana in the interest of airport disposal.

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

A meeting was held with Nenana mayor and councilmen and preliminary negotiations were made. Later, on June 30, the city indicated its willingness to take over the airport, subject to certain arrangements and conditions.

Ralph L. Hazleton

JUNEAU

An increase in civil traffic, both local and itinerant, occurred during the month of June as expected with the arrival of good flying weather and the summer tourist season.

The watch schedule has been revised for the CS/T to accommodate the change of staffing. All personnel are working a week on a shift with one shift starting at noon. The Facility Chief is working a position in the Tower six days a week from 8:00 A.M. until noon. With this schedule the facility has two-man coverage from 8:00 until 8:00 P.M. The repeater sites at Rodgers Point, Angoon and Sunset Cove have been decommissioned. Removal of equipment at the sites is in progress. Closure of decommissioned sites is going according to schedule. Angoon and Rodgers Point are closed and have been turned over to the Forest Service. Sunset Cove was completed about July 15.

The antenna plot has been rebuilt at the remote transmitter site and we are in the process of changing the transmitters over to the new antennas. George Hannon and Bill Isaac were in Juneau changing the suppressor array at the LTDA site from an eight loop to a four loop array. Results have been satisfactory and will result in a more stable system.

Fedair III has been under repairs by the local shipyard all of this month. Some delay was experienced in these repairs due to material shortage. Fedair II completed three trips during the month, traveling 972 miles, hauling 71,543 pounds of freight, 6200 gallons fuel supplies and completing 94¾ man-hours to shore facilities.

Clerk-Steno Helen Ruggles spent most of June in Montana on home leave.

Gastineau Contractors was awarded the Mendenhall "H" Marker contract and has started work. Tom Hatch is Resident Engineer.

William J. Johnson

WOODY ISLAND

Woody Island's activity during the month of June was mostly routine except for personnel shortages resulting from transfers and the summer leave program.

The FAA vessel, "Fedair IV", is back in operation with a new look after some weeks of extensive repair. The first trip of the season to Shuyak was undertaken July 1 with a feeling of confidence and safety by the knowledge that the vessel is now structurally sound.

We have lost our estimable FSS Facility Chief, Milo Rousculp, to the RCCC. It will be difficult to find a replacement who can approach the excellent, consistent performance turned in by Milo during five years at Woody Island.

D. F. Chaffin

McGRATH

Activity was routine for the month. Aircraft contacts and airport activity has increased substantially with warm weather.

Facility Chief Bert Cortright was on extended annual leave during June, and William Curry did a fine job as Acting Chief. Floyd Bithell, from Bethel, was selected for Electronics Sector Chief at McGrath. James Large was selected for the NAVAIDS electronic position.

Col. Geyser, Mr. Maddeford and others made a short visit on the 14th. V. E. Knight, and Dick Young visited with a group of State officials to check the runway. Dan Saunders of AL-90 was at the station on the 25th. Representatives of AL-200 and 500 visited for purpose of examining the area for reopening of former runway 725.

Marion J. Figley

KING SALMON

ATCS Earl L. Gay visited Dillingham during the period June 1-7 for the purpose of conducting a survey of aircraft operations. Results of the survey are being used by the Technical Program and Management Staff, AL-502, for the future planning of establishing a Flight Service Station or Control Tower at Dillingham.

Adolph Roseneau, AL-505, visited King Salmon FSS for the purpose of conducting a formal evaluation of the facility. H. Consaul, AL-505, and Claire Jensen, Weather Bureau Quality Control Officer, visited the facility and evaluated the facility's pilot briefings.

On June 1, 1963, King Salmon Tower personnel took over Radar Jet Advisory Service at the local AC&W site from the Anchorage CERAP. On June 6 James E. Eskridge, SEMT/SMP, arrived to tune SRA after replacement of tower coaxial lines, and on the same date Charles Pilgrim arrived to study and survey the Glide Path terrain. Lawrence L. Byrd departed King Salmon on June 9 after completing installation of SRA cables. On June 10 the SRA was flight inspected and found normal.

On June 20 the following selections for upgraded Technician positions were made: Edward P. Maciariello, Chief, Cordova SMSE; Lyndol L. Pruett, Chief, King Salmon SMSE; Ray A. Wardell, SEMT, Communications, King Salmon; Robert B. Buls, SEMT, ILS, King Salmon; and Richard Foster, SEMT, VOR, King Salmon.

On June 5 Richard E. Lynch and his family arrived in King Salmon from Galena to assume his new duties as Engineer Equipment Mechanic.

On June 20 the new Flight Service Station and Administration Building was formally dedicated. The dedication ceremony was attended by several FAA and Weather Bureau Regional Office personnel.

Carl L. Melton

NOME

The former station manager at Nome, Russ Hart, retired on June 26, 1963. I arrived on June 17th from Cold Bay, and certainly appreciated the opportunity to spend some time with him prior to assuming my new duties.

The dedication ceremonies of our new FSS Building took place the 22nd as part of the festivities connected with the celebration of the Midnight Sun Festival. The dedication was well attended by local people and representatives from out of town. Actual commissioning of the new FSS facility was at 8:00 A.M. on June 18, with all that improved visibility! Heavy activity is still in progress with the relocation and associated changes.

Other personnel changes at Nome be-

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

gan with SATCS Jim Ray's selection as Duty Officer at the newly established RCCC. Elmer Knight's selection for SATCS at Bethel necessitated his packing and final move on June 28. Don Wilcox's selection for SEMT Big Delta has him packing for the move some time in the near future. A selection which required no move was that of STIC Tony Martinez. ATCS Lester Reichel's arrival from Galena as Elmer Knight's replacement was welcomed as it alleviated our staffing shortage resulting from Thayer Kessler's emergency medical leave, in addition to the above staffing changes. Pending selection and arrival of our new SATCS, Eugene Farland is acting. EMT Kit Mullins is on PL737 annual in Denver.

An increase in air activities was noted for the month of June, with a total of 722 landings at the Nome FAA Airport. Military maneuvers in the area were partially responsible for this increased activity.

Joel R. Caudle

GUSTAVUS

ATCS Robert S. Peterson departed on June 15 on annual leave and transfer to Nantucket, Mass.

A partial short in the 230 VAC Localizer field detector power system was the cause for an extended outage on the 27th. Evidently, power surges created by the shorted condition caused blown fuses and indicating bulbs in several isolated components of the equipment rendering it difficult to isolate the fault and return power to the monitor. Continuous rain also hampered the investigation. As the power lines for the three detectors appear in parallel with one main power conjunction service was restored by cutting the line to the phasing detector.

On the 29th, a device, having been in trial status for several months, was installed at the localizer 500 ft. circle to facilitate course structure observation. A sliding one-piece member, five degrees in length and marked at significant points, enables the technician to check pattern balance regardless of the course alignment with reference to the extended runway centerline.

Raymond R. Slack

TALKEETNA

Mayhap transportation to the VORTAC site may not be a serious problem next winter. Alaska State project engineer advised that work on the Talkeetna secondary road was scheduled to begin on or about July 15, and that the contractor will first do the part from the VORTAC site to the town.

Clarence C. Holmberg

FORT YUKON

Operations have been mainly routine, with the exception of repairs being made to the VORTAC site. This was accomplished by Resident Engineer Bob Boyd; and a site check for site evaluation was completed on June 26, with satisfactory results.

EMT McKamey and family arrived on the 30th, from schooling at the FAA Academy at OEX, and extended annual leave in Michigan. Relief EMT Norm Dial departed on the same date.

June has been a busy month for the Flight Service Station. Although poor weather has minimized flight activities to a certain extent, the activity count shows a normal seasonal increase.

Records indicate that 40,900 gallons of water for domestic use have been received since February 1, 1963. On this basis, my computations indicate a usage of 46 gallons per person per day.

The first barge of the summer arrived on June 11, bringing most of the supplies ordered on our annual requisition. Additional tools, supplies, and equipment are expected on subsequent trips.

Robert D. Thomas

FAIRBANKS

The Fairbanks CS/T had a busy June. Henry Spillar and Glenn Rogers were promoted to GS-9.

Martin Ondra worked as best he could in the humidity of an extra wet June recovering his airplane.

During the last week of June, 34 light aircraft filled with Flying Farmers flew north on their annual tour. Shortly after they landed in Fairbanks, two of the farmers walked from one knee-high grass meadow to another across a wide stretch of black top. They were so entranced with the lush growth of green Alaska grass which grows within the Fairbanks International Airport boundries that they didn't notice either the tower's red light orbiting their hat brims or the unusual altitude of a low flying F-27. Any strong words that the heat of the moment might have generated were not delivered as such.

The strollers were intercepted by the airport security patrol, who diplomatically explained that while most things in Alaska are bigger and better, the roads are seldom paved and those that are, are narrow. Any hard surface over twenty feet wide is practically always an airport runway.

Fran and Frank Scott are quite pleased with their 4½ year old daughter, Gail. She has been modeling clothes for the Fairbanks Northern Commercial Company Store. She must be bringing home a fat pay check because they have bought themselves a new airplane, a Cessna 170B. When Frank flies home from the National Pistol Matches at Camp Perry, Ohio, they will not only be a two car family, but a two plane family as well. It is reported that Frank will sell the PA12 for a fair price.

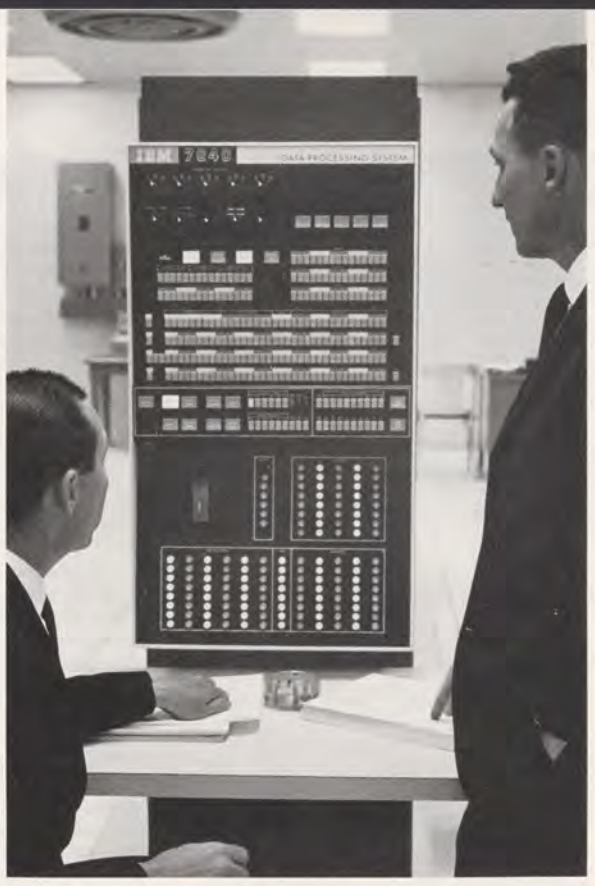
Charlie Stack returned from Montana in July with a new supply of wild-west stories. He commented, "Whew, I'm glad thats' over. I felt I owed the kids a trip outside but I paid a high price in toil, sweat and worry for that responsibility!"

The Fairbanks Center lost Mary Ann Long in July. She returned to "Misery", or Missouri as she prefers to spell it.

The maintenance section had a shuffling of personnel during its recent reorganization. Roy Campbell came to Fairbanks at GS-13 level from the Anchorage Regional Office as overall supervisor of electronics at the Fairbanks Center. The MLO positions advanced to GS-12 and went to Ernie Mundt, Jan Butterick, Merrill Andersen of Fairbanks and Tom Cadwallder, from Fire Island.

Out on my homestead in Goldstream Valley I'm building a twelve by twenty foot log cabin with birch and spruce logs from my own ground. I've been dragging eight-inch diameter by twenty-five-foot logs a quarter of a mile with the small tractor I bought from Bill Grotts. My wife peels one log with a draw knife while I drag another to the cabin site.

Erland D. Stephens



The IBM 7040 at the Aeronautical Center is a giant step forward in the progress of flight safety. Used primarily at the AC for checking navigation aids, the 7040 is a complex electronic arrangement of connecting data processing units. Below: Jay Moodey, Assistant Chief, Control Systems Division at the AC (left) and IBM Representative Bob Lukman check one of the magnetic tape units of 7040. Right: William E. Dickey (seated) Chief of the Computer Services Branch and Moodey observe results computed literally as fast as lightning.

IBMechanical Giant Bolsters Air Safety

The second commercial IBM 7040 computer to be installed in the United States and the first to be used by the Federal Government is now in operation at the FAA's Aeronautical Center.

Twice as fast as previous models, the 7040 was obtained on a lease-purchase option at about $9000 a month less than the 704 unit it replaced. It is being used for checking ground navigational aids to flight safety; to maintain physical examination records of all private, commercial, and airline pilots; and for storing ownership records for some 120,000 aircrafts in the United States owned by individuals and corporations.

A powerful computer is required for checking navigation aids because of the complexity of the ground-based equipment and the large number of navigation aid system installations. There are presently more than 700 VHF omnidirectional range stations (VOR), 200 distance measuring equipment (DME) stations and 200 tactical air navigation (TACAN) stations which combine the function of transmitting bearing and distance information so that properly-equipped aircraft will know exact location in relation to the VOR, DME, or TACAN locations.

To check data transmitted from the ground stations for accuracy, FAA maintains a fleet of piston, prop jet, and jet aircraft equipped with specially designed equipment. The prop jet aircraft are equipped with Semi-Automatic Flight Inspection (SAFI) equipment and regularly fly preplanned courses in a grid-like pattern over the nation's airways. Each mission is programmed in detail for course and time on the 7040. This includes navigational instructions and station frequency data for each point over which the aircraft will fly. This program is recorded on magnetic tape which is used in the aircraft for automatic navigation and automatic tuning and calibration of the special airborne measuring equipment of the SAFI system. Comparisons with the appropriate VOR or TACAN heading references and the program tape are automatically made and recorded in the aircraft.

In addition to preparing flight program tapes, the 7040 is used to provide computations on a series of programs for reduction airborne-recorded information including bearing and distance data. It is also used to prepare a bearing error report, distance error computation, a supplemental bearing error report if ground station errors are excessive and a track deviation report computation when required for analysis of special data.

FAA LENDS HELPING HAND TO CENTRAL AMERICANS

Central Americans practice flight control techniques.

Central America has turned to the Federal Aviation Agency for assistance in establishing an integrated air navigation, traffic control and communications system linking the countries of Guatemala, Honduras, Nicaragua, Costa Rica and El Salvador.

Three FAA employees, Harold E. Robinson, Harlee Hansley, and Lemuel T. Ball have been instrumental in helping Central America establish the single air system.

The Flight Information Center at Tegucigalpa, Honduras, operated by the Central American Air Navigation Corporation, under multi-lateral arrangements between the several governments and air carrier users, will be tied-in with corresponding FAA stations at San Juan, Miami, and Balboa and with stations of Redio Aeronautics Mexico, S.A. (RAMSA) in Mexico.

The Civil Aviation Assistance Group/Central America (CAAG) is a part of the U. S. Regional Office for Central America (ROCAP) of the Agency for International Development. ROCAP was established in 1962 under the Alliance for Progress to advance the economic development and integration of the five Central American countries.

Robinson, heads the Civil Aviation Assistance Group, which is headquartered in Guatemala City. He has been with FAA/CAA since 1941 and has been associated with the establishment of air navigation and communications facilities in Surinam, Brazil, Uruguay, Nicaragua, and the Azores. He holds a commercial Pilot license and is commissioned Lt. Commander in the Naval Reserve. Robinson operates his own Beechcraft Bonanza in his travels between the several countries served by CAAG/ROCAP in Central America. Hansley, FAA Air Traffic Control Specialist and Ball, Electronic Engineer are stationed at Tegucigalpa, Honduras, where Central American Air Navigation Corporation maintains the aeronautical communications center and flight information services.

The CAAG/ROCAP is staffed by various FAA Specialists in accordance with current program requirements. These specialties will be varied or expanded from time to time as the nature of the program requires. Presently the team is concerned with a feasibility study and tests of a VHF Relay Link between the Flight Information Center at Tegucigalpa and its correspondent stations at principal airports in each of the five countries; with improvements in the air traffic control services; with planning for installation of various air navigation and approach facilities; and with the training of the permanent operational and maintenance personnel to man these facilities.

The development of reliable air transportation is essential to ROCAP's broader objectives, which include a common market, an integrated economic community and the development of higher education. These countries are particularly dependent upon air transportation in view of the deficiencies existing in road, rail and waterways.

Future Executives Are Filtered From FAA's Reservoir of Talent

A major objective of the FAA is to fill its key management positions from its human reservoir of trained employees.

To keep the reservoir filled, the Agency sponsors five training courses in the management development program. One of them, Management Institutes, has recently been offered to the regions and the Aeronautical Center. Previously, it was conducted only by Headquarters. A Management Institute consists of two weeks of formal study, concentrating on three principal areas: work management, people management, and communication.

The emphasis on decentralization led the Office of Personnel and Training to recognize that the six Institutes held for Headquarters personnel were not adequate. Consequently, Headquarters, the Aeronautical Center, and all regions except two will hold semi-annual Institutes. The Pacific and Alaskan regions will conduct one Institute a year.

Prospective students do not apply directly for admission. Instead, supervisors nominate employees for the course. Therefore, any employee who has management responsibilities above a second-level supervisor through a Branch Chief, and wishes to attend an Institute, should notify his supervisor that he would like to participate. The class usually numbers thirty, and generally comprises GS-13's and 14's.

Other courses in the management development program are Advanced Executive Development Seminars for Top Executives, The Executive School, Management for Supervisors, and a correspondence course, Fundamentals of Supervision. The total management development program includes inter-Agency special courses, as well as external education and training.

CYNTHIA STRAKER MAKES CORPUS JURIS NAVIGABLE

Thousands of Washington lawyers are finding that their research has been made a lot easier because of an FAA employee in Washington.

Cynthia Straker, Chief of the Law Library Branch at Headquarters, has just had her first book published by the Law Librarians' Society of Washington. Entitled *Union List of Legal Periodicals in the D. C. Area,* Miss Straker's book provides an unprecedented reference tool for Government lawyers and librarians to determine the availability and location of all legal periodical resources in the Nation's Capitol.

Miss Straker has been with the FAA since November 1962. A lawyer herself and formerly an instructor of law at Howard University, she is a member of the American Bar Association, the American Association of Law Libraries, and the American Judicature Society.

She is a graduate of Hunter College, and received both her LLB. and her LLM. from the Brooklyn Law School in New York City.

Lawyer Daniel Gold gets assist from Cynthia Straker.

QUESTIONS AND ANSWERS FOR MEDICAL EXAMINERS

Q. What is the best method an AME can use to expedite processing by the Certification Division of the Form FAA-1004, "Application for Medical Certificate"?

A. Avoid errors and/or omissions that cause excessive paperwork and delay certification.

The most common errors are:

1. Incorrect copy of Form-1004 received. SOLUTION: Aeromedical Certification Division requires the copy of Form-1004 that bears the imprint of the certificate issued (Form FAA-1004.1).

2. Application for medical certificate (front side of Form FAA-1004) not complete and/or not legible. SOLUTION: Be sure the airman completes the application in detail and signs it.

3. Report of physical examination not complete and/or not legible. *Solution:* Complete all required items on the back of Form FAA-1004. Be sure to sign before submitting. The date is the date of examination, not the date of signature. MILITARY: When a military organization submits an (SF) 88 in lieu of completing Form FAA-1004, it should be attached to the back of the FAA form.

4. Date of examination as stated on the completed medical certificate and on the reverse side of the Form FAA-1004 do not agree.

Solution: Date examination was performed and date on medical certificate must agree.

Military: The military organizations submitting an SF-88 in lieu of completing Form FAA-1004 must use date of examination on pilot"s certificate as it appears on SF-88.

5. Glasses restriction on the Form-1004.1 is incorrectly worded and/or omitted.

Solution: See Guide for Aviation Medical Examiners, Chap. III, pp. 5 and 6 for proper wording of limitations. Copy of Form FAA-1004 received at the Aeromedical Certification Division must bear the correct limitations. This is a legal requirement.

6. Report of physical examination and consultations not received by FAA.

Solution: All physical examinations (Form FAA-1004) and consultations should be forwarded to the Aeromedical Certification Division, FAA, P. O. Box 1082, Oklahoma City, Okla., as soon as possible after the examinations are performed. All necessary reports, consultations, etc., should be attached to the back of the Form FAA-1004 prior to mailing.

Q. What are the chief objectives the AME should accomplish when he is called to investigate an aircraft accident, when he cannot participate fully because of the pressure of his practice?

A. The two most important objectives the AME should accomplish are: 1. Obtain local authority (coroner or state medical examiner) for an autopsy, and 2. prevent premature release and embalming of bodies.

In the event of difficulty in accomplishment of these objectives, he should communicate with the Regional Flight Surgeon at once.

Other actions that would be helpful are: Visit the scene, examine the wreckage, coordinate your findings with the CAB or FAA Investigator-in-Charge, and obtain blood samples.

Dr. Herbert F. Fenwick

FENWICK WINS TAMISIEA PRIZE

The John A. Tamisiea Award was presented to Doctor Herbert F. Fenwick for his contributions to aviation medicine in the general aviation field.

The annual award was established by the Civil Aviation Medical Association in memory of Dr. John A. Tamisiea.

Dr. Fenwick received a Bachelor of Science Degree from the University of Chicago in 1922, and his Medical Degree from Rush Medical College in 1925. He attended the U. S. Army School of Aviation Medicine and graduated as a Flight Surgeon in November 1930. Dr. Fenwick has served continuously as an Aviation Medical Examiner for 32 years. He has devoted full time to Aviation Medicine (Aerospace Medicine) ever since.

He has made outstanding contributions to the administrative and organizational programs which helped maintain and develop continuity and strength of the Aerospace Medical Association, which he served as president in 1940-41.

DR. LUDWIG LEDERER GETS AWARD FROM AVIATION INSURANCE AGENCY

Dr. Ludwig G. Lederer

The Howard K. Edwards Award established by the Aviation Insurance Agency in memory of Doctor Edwards, was presented to Doctor Ludwig G. Lederer, Medical Director of American Airlines, in recognition of his contribution in the application of clinical aviation medicine to professional airline pilots.

Dr. Lederer received his medical degree at Northwestern University in 1938. He brought to the specialty of Aviation Medicine an unusual formal background in the basic sciences including a Ph.D. in Pharmacology and Physiology.

He has been active in every phase of Aviation Medicine pertaining to commercial flight personnel.

He is presently a member of the Residency Review Committee for Preventive Medicine, a joint committee of the American Medical Association and the American Board of Preventive Medicine; and is Chairman of the Medical Committee of the Air Transport Association. Dr. Lederer is a member of the Medical Advisory Panel to the Administrator, FAA, a position in which he can make significant contributions because of the depths of his clinical medical training and experience, and his specialized and authoritative aerospace medical knowledge.

CAPABLE HANDS IN REGIONS TAKE OVER OPERATIONAL RESPONSIBILITY

The experts tell how to make decentralization work.

Decentralization—which means that the authority and responsibility for solving a problem lies upon the person who must cope with it first hand—has proved highly efficient for large industries with far-flung operations.

The FAA resembles a major industry in that virtually all of its programs and services are performed away from the "home office" or Washington. Adopted as a working Agency policy approximately two years ago, decentralization now is succeeding in placing more authority and responsibility directly in the hands of the men in control towers, at remote airports, on flight lines and in maintenance shops and control centers.

Administrator Halaby first made clear the FAA's policy on decentralization when he said in 1961: "Since our programs and services are actually accomplished by people in the field, we must place the operational responsibility, authority, and management resources in their hands, so they can do the job."

Decentralization is not a complicated concept. It means wider distribution of authority and responsibility; it means doing as much of the work as possible in the field rather than at headquarters and at the lower echelons, rather than at the higher levels. Most important, decentralization means the freedom to act within defined policies and goals, using agreed-upon resources, and with an adequate report and evaluation of problems and results. Freedom of action does not mean turning field officials loose; it puts a new responsibility on them to be willing to exercise delegated responsibilities and to accept the risks of decision-making.

In two years, this Agency has made a gradual change from an administrative system under which day-to-day operations in the field were subject to direct line management from Washington to a system in which the regions under Directors are responsible for managing their own affairs and carrying out all FAA activities in their respective areas. The transition has not been easy. For one thing, the change has been a virtual about-face from the previous system. Also it has taken time for both headquarters and field specialists to fully accept the readiness of regions to shoulder heavy management burden. Similarly, there has been a challenge in understanding that it was not the Administrator's intention for the Agency to carry on functions with minimum regard to central direction. As Mr. Halaby himself has said, "No staff officers, however, have a right to command or reprimand or in any way coerce. Theirs must be the authority, not of command, but of superior technical competence, Agencywide perspective, and persuasion."

As of the early spring of 1961, the FAA had been in operation for two years. Its organization and direction of its operation were basically centralized. Day-by-day direction of the major FAA programs originated in four headquarters bureaus and was disseminated by each directly to its own six field divisions. Certain functions of administrative support, and some capacity for bringing together the field chiefs of separate programs in order to discuss and attempt to reconcile their specific difference, were vested in the regional manager. Apart from the regional manager, however, all coordination of field problems was expected to be accomplished either voluntarily by program chiefs at the regional and field level, or through reference up the line to headquarters.

Centralization was rejected in favor of a more fundamental approach to field-headquarters relations. Between June 30, 1961, and January 1, 1962, the largest region was split in two. Each of the seven regions was then placed under an assistant administrator, who was made responsible for execution of all of the FAA programs and activities within his region. At headquarters, the major program elements were renamed services and their prime functions changed from a "doing" role to planning, standard setting, and evaluating. The key to the new decentralization of the Agency lay partly in the assignments made by the Administrator to the respective assistant administrators as they were appointed.

Decentralization has proved that it is the most efficient and flexible system for a large organization with such extensive field activities.

What remains is for the higher-level Agency officials, Branch Chiefs and above, to figure out how best to make it work, how to further clarify headquarters-field relationships and to define their respective responsibilities, how to establish and apply standards, procedures, and criteria, and finally, how decentralization can be appraised. The full values of decentralization cannot be achieved until all levels of management thoroughly understand the intent, purpose, design, philosophy, and rationale of decentralization as a sound concept. A series of carefully planned seminars sponsored and directed by the Management Development Branch, Office of Management Services, was held in Washington recently for Branch Chiefs and their superiors, emphasizing advantages of decentralization and offering examples of what has been done and what can still be done at each level to profit by decentralization. Their success was so marked that they will be scheduled soon for Regional presentation and participation is planned through all supervisory levels, from Branch Chiefs upward.

Administrator Halaby has said "Our organization must be solidly built from the field up, rather than from Washington down and this is a monumental task . . ." A monumental task, perhaps, but the program of decentralization provides a welcome challenge to the FAA personnel who recognize the value in a system of management based upon democratic, broad based principles of government.

BIG DAY FOR "DAMMIT"

"Dammit," Betty Miller's mascot doll who accompanied her on her history-making solo flight across the Pacific, has good reason to look jubilant. He not only saw Mr. Halaby present his owner with the FAA's Decoration for Exceptional Service, but also met the President when JFK personally congratulated Betty.

MISSOURI TO TENNESSEE VIA "CLICK"

Major Alvin R. Ruthstein. Controllers brought him safely home to Knoxville.

(Note: Skilled controllers in four Centers took part in an operation that guided Major Alvin R. Ruthstein of the Tennessee Air National Guard from Kansas City to Knoxville, Tennessee, after the voice transmission on his radio failed. Major Ruthstein, impressed by the controllers' actions, wrote the following letter.)

TO: Chiefs,

Atlanta ARTCC, Memphis ARTCC, St. Louis ARTCC, Kansas City ARTCC:

I was flying a T-33, Air Guard Jet 29-456, from Richards-Gebaur AFB to McGhee Tyson Airport (Knoxville, Tenn.) on 3 June 1963. Shortly after takeoff (about 1910 CST) my UHF radio began giving trouble; by the time I made contact with Kansas City Center, my transmissions were unreadable. The subsequent flight was one of the most remarkable I have ever made under FAA control.

First off, Kansas City could hear my carrier wave, but there was no accompanying modulation. The KC controller asked me to acknowledge by clicking the mike if I heard him. Thereafter, two clicks were "yes" and one click was "no," with an occasional "Squawk Ident" (radar signal that expands the BLIP) for good measure.

KC: AG Jet 29456, do you intend to continue to McGhee Tyson?

456: Click click.

KC: Roger, are you at 21,000?

456: Click.

KC: Roger, when level 21,000 squawk indent.

The first feat of coordination occurred soon thereafter. I was entering St. Louis's area, and although communications were working at the moment, I was concerned about rocking the boat.

KC: 456, change to frequency —.- now and listen for St. Louis center. If you do not receive them within two minutes, return to this frequency.

456: Click (reluctantly) click.

I set up the new frequency, and as soon as the radio channelized I heard:

St L: AGJet29456thisisStLouis Centerif youreadSquawk IdentAGJet 29456thisisStLouisCenterifyoureadSquawkIdent AGJet29456 thisisStLouisCenterifyoureadsquawkIdentAgJet 29456 . . .

456: CLICK CLICK.

Altitude and intentions were again confirmed, and the flight settled down.

Station passage on a VOR instrument is indicated when the "TO" indication changes to "FROM"; it usually takes about 10 seconds. My "TO" had disappeared for about eight seconds when:

KC: 456, we have you over Vichy at this time, and compute your ETA at Paducah at :55, if this is satisfactory with you.

456: Click Click! (I am sure the exclamation mark got thru.)

Later, a handoff to Memphis Center was made; again, center was already calling me when my radio channelized.

A direct course from Paducah to Nashville crossed the Ft. Campbell restricted area. After passing Paducah (at :55) I altered course to miss the area, and a few moments later,

MEM: 456, observe your present track will carry you clear of Fort Campbell; however we are painting a line of weather ahead of you. Are you topping this weather?

456: Click. (They were very large thunderstorms but I could see a break between two of them.)

MEM: Roger, 456; would you like to be vectored around the weather—it will take you about fifty miles off course.

456: Click. (I decided to go through the hole.)

MEM: (after a confused pause): 456, would you like to do your own navigating?

456: Click click. (That boy was sharp!)

After threading the needle, I turned for Nashville, and Memphis gave me the current Knoxville weather (at times I thought they were reading my mind). They gave me station passage at Nashville, and then asked if I still intended to land at Knoxville; I clicked twice. There had been a more or less steady conversation throughout the flight, but now we lapsed into a rather lengthy silence. I knew a handoff to Atlanta was in order, but nothing seemed to be forthcoming. I began to suspect the law of averages was catching up. Finally I passed Crossville, and I could stand it no more.

456: Clickclickclickclickclickolickcliolick.

MEM: (immediate): Roger 456, we're still with you. We'll hand you off to Atlanta in another ten miles.

Atlanta asked if I wanted to make the JAL-218-VOR/ILS-Runway 4L-1 penetration; I said click click. They told me to squawk ident in penetration turn, and when I did they told me to change to Knoxville Approach Control. As usual, they were calling me before I channelized. But when I attempted to reply, I suddenly heard my long-lost sidetone again; my radio was well!

In a matter of minutes Major Ruthstein made a safe landing at McGee-Tyson Airport, Knoxville, Tenn.

HEALTH FOR ALL

AVIATION MEDICAL SERVICE

ALCOHOL

Public attention is constantly directed to the human consumption of alcohol and its bodily effects. Statistics indicate alarming automobile accident rates due to drunken drivers and surprisingly enough, there are a significant number of private aircraft accidents for this very reason.

Alcohol, absorbed rapidly without benefit of digestion, appears in the bloodstream immediately after taken into the body, especially if the stomach is empty; it shows up in the tissues and organs soon after appearing in the bloodstream.

Concentration of alcohol and rate of absorption is affected by several factors:

1. The total amount of alcohol in a drink has a direct relationship to the concentration in the blood.

2. The dilution of a drink directly influences the rate of absorption.

3. The presence of food, such as cream, milk, butter, or vegetable oils, retards the rate of absorption.

4. The variety of beverage has a marked influence; the alcohol of brewed beverages, such as beer, is absorbed more slowly than distilled liquor because the carbohydrates and other material in the beer act like food in slowing the process of absorption.

5. By drinking slowly and allowing time between drinks, the body disposes of some of the alcohol before more is added, and the concentration of alcohol in the blood does not rise so high as with rapid drinking.

Alcohol is a depressant rather than a stimulant. It affects muscular skill, sensory acuity, memory and other measurable psychological functions.

The controlled use of alcohol in the proper setting is not a threat to health, and can at proper times, provide refreshment and pleasure.

HIGHER ANNUITIES UNTIL 1967

Government employees who retire during the next four years will receive larger annuities as the result of the rising cost of living. In addition, Federal workers' survivorship benefits will be liberalized.

Employees retiring in 1963 will get a 4% increase; in 1964, 3%; in 1965, 2%; and 1966, a 1% boost.

Annuities of retired Federal employees —both present employees when they retire and those already retired—will be automatically adjusted in the future as living costs rise. Annuities will not be decreased if living costs drop.

The new provisions were authorized by Public Law 87-793 passed last October 11.

Annuity increases will be based on a minimum rise of 3% in the yearly average of living costs as reflected in the Consumer Price Index. The amount of the annuity increases will be a percentage equal to the per cent of increase in the CPI, adjusted to the nearest one-tenth of 1%. For the first increase, the yearly average of the CPI must rise at least 3% above what it was in 1962. For the second and later increases, it must rise at least 3% above what it was in the year before the latest increase was granted.

The new law also liberalizes survivor annuities for student children of deceased Federal workers. Formerly, a child's survivor annuity ended when he reached age 18. Under the new law, such child, if in regular full-time attendance at a recognized school, can be paid a survivor annuity up to age 21.

Two major changes in survivor annuity benefits for present Federal employees and their families, provided for in the new law, include a smaller reduction in the annuity of an employee who retires and names his wife as survivor annuitant, and an increase in the amount of the survivor annuity.

Formerly, the annuity of an employee was reduced by 2.5% of the first $2400 plus 10% of any additional amount used as the base. Now the annuity of an employee separated after last October 10 is reduced by 2.5% of the first $3600 plus 10% of any additional amount used as the base.

Where the annuity used as the base is at least $3600, an increase of $90 a year in the retiring employee's annuity results.

Where death occurs after October 10, 1962, the new law also increases the survivor annuities of (1) widows and dependent widowers of employees who die in service and (2) survivors named by employees retiring after that date. These annuities were raised from 50 to 55%.