FAA HORIZONS

OCTOBER 1963

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

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COVER: Tony Spezio, Aircraft Mechanic Leader, Aeronautical Center, Oklahoma City, stands beside his celebrated "Tuholer" which he designed, and built with the aid of persons "too numerous to start naming without leaving someone out." Tony, 33, has been in aviation 17 years. Story is on page 3.

Who's Who and What's What

FOR THE FOURTH consecutive year the FAA Story has been presented in a lecture at Little Rock University. This year, Louis W. Stepler, Chief of the Little Rock Tower, addressed a class of 50 students on the FAA responsibilities in aerospace activities. Classroom teachers who had returned to the University for additional aerospace education composed the majority of the class.

IN A NEATLY coordinated transaction involving International Airports Service, Airport Safety Division, the Agency for International Development, the Walter Motor Truck Co., the airport at Conakry, Guinea, Africa, recently gained a 1000-pound capacity dry-chemical fire-rescue truck. Training the French-speaking local fire crews presented a problem, however. Many people are fluent in French and English, and there is no shortage of firefighting engineers. But French-English speaking firefighting engineers are a scarce combination. Until Romeo J. Daigle, just back from Turkey after a tour as fire consultant with the U.S. Air Force, hove into sight, it looked like a translator would have to act as a middleman. Daigle, en route to his home in New York, dropped by to see his old friend John W. Bridges, Airports Service, who lost no time in unloading his linguistic-technical problem. No problem, Romeo declared, he was that rare combination; French-English speaking, fire-fighting engineer thoroughly familiar with the equipment under discussion. He flew to Guinea in August for a 30-day session with the local "pompiers."

JAMES M. LENOX, Supervisor of the Tulsa Systems Maintenance District Office, delivered the commencement address for the 45th graduating (summer) class of Oklahoma State Tech at Okmulgee.

THE ALASKAN REGION, on September 1, assumed responsibility for the operation and maintenance of the Middleton Island White Alice facilities. The Middleton Island troposcatter facility is the first of its type to be operated by the FAA.

THE JULY ISSUE of the Air Force magazine *Aerospace Safety* rendered a two-page salute to ATCS Emory Fleener, Dean Skidmore, and Charles Meng, all of the Columbus, Ohio, Tower for their dramatic "save" last January of a T-33. Through skillful coordination with TWA Capt. Herbert Ottewill, piloting a 707, the Air Force plane was brought down safety from 20,000 feet through heavy overcast even though the airspeed indicator was out and the altimeter was inoperative. A congratulatory letter from the Air Force Inspector General went to the Director of Air Traffic Service with instructions to relay its content to the ATCS involved. (The May issue of FAA HORIZONS carried a story about the Agency's "We Point With Pride" plaque awarded to Capt. Ottewill, plus an in-flight photo of the stricken T-bird.)

IN AUGUST, I. O. DAFE, Chairman of the federally-operated Nigerian Airways, Federation of Nigeria, Africa, visited NAFEC, Administrator Halaby, officials of the CAB, the FAA's Academy at Oklahoma City and with jet transport manufacturers on the west coast. Chairman Dafe was in the U.S. under the State Department's leader-grant program at the personal invitation of Administrator Halaby.

A REMINDER. Any time you change your home address or if your home phone number is changed, it's a good idea to let your supervisor know so that he, in turn, can let the proper authorities in on the information.

MRS. WILLIAM C. BOARDMAN, Engineer Draftsman, AL's I&M Division, won 1st prize of $3000 in Seward's Silver Salmon Derby by catching a 17-pound, 2-ounce salmon—her first serious fishing venture.

HOME BUILT CRAFT

". . . will have to finish construction in year or lose wife. Wings in dining room, parts all over house, garage full, also attic piling up."

This dispatch from Edward F. Flint of Martinez, Ga., is not as alarming as it sounds; his marriage is in sound shape and the wings and assorted pieces of aircraft anatomy scattered through his house are components of a EEA biplane, a single-place beauty he started building in April 1962.

Ed, who has been with the Agency and its predecessor organizations for 21 years, is only one of about 50 in the FAA family who are building their own aircraft. An air traffic controller, he has been in aviation 26 years, holds a private pilot license, and has 1000-plus hours in such craft as the Aeronca C-2, Buhl Pup, Cubs, Luscombes, Cessnas, and, a Curtiss-Wright Pusher.

Ed now works in the tower at Augusta, but has served in Newark, Baltimore, Roanoke, Spartanburg, and was the first chief of the Teterboro tower (1945-46) when it was a private enterprise.

The data on Ed Flint came to FAA HORIZONS by way of a questionnaire sent to 30 members of the Agency from a list supplied by Leo J. Kohn, Executive Assistant of the Experimental Aircraft Association. EAA, a lusty outfit which now numbers 16,000 members, is regarded by the close-knit "home-built" (one word, to the clan), as an all-around big brother, never too busy to listen to problems and lend a helping hand. EAA, headed by veteran pilot and aircraft designer Paul H. Poberezny, has been growing at a brisk clip since it was formed in Milwaukee, Wis., in 1953. Agency officials are lavish in their praise of EAA and the conscientious job it is doing in maintaining high standards of craftsmanship and safety among its membership.

No Flying Barn Doors

The Association is all for experimental aircraft of all shapes and sizes, that are made of a variety of materials ranging from wood and fabric to the most advanced synthetics, but it has an understandable aversion to "flying barn doors."

The requirements and limitations placed on amateur aircraft builders are laid down in CAM 1, specifically in 1.74 through 1.74-3. Eminently reasonable, the regulations make much use of the word "should" instead of the imperative "must" or "will." This is not to imply any laxity on the part of the FAA; rather it is a form of official encouragement to amateurs to build and fly aircraft of their own design and manufacture, all within reasonable limitations. The low accident rate in this category of flying testifies to the effectiveness of the regulations and the sense of responsibility and capability of the builders.

And the builders *are* building aircraft (the word "aircraft" was picked with precision, in this case). As of January 1 of this year, FAA records show that homebuilders stitched and pasted together 27 balloons, eight of which are still flying. The books also show 909 fixed-wing craft, with 496 still "active"; 212 rotor-craft, 46 still active; 129 gliders, 62 active.

A "homebuilder" can be at the same time an "antiquer" and a "replica man."

An antiquer is one who restores to flyable, licenseable condition a factory-built aircraft that had at one time been certificated. These range from the mid-1920s to the mid-40s—the era of the Stinson "Detroiter," the Pitcairn "Mailwing," the American "Eagle," the Fairchild "Challenger," the Stearman C3B, the TravelAir 4000, and many others.

Early Birds Fly Again

The replica restorers concentrate on the early days of flight. They are the ones who send to France, England, and Germany for original factory drawings of World War I military planes. Whenever possible, they begin their restoration with as much of the original skeleton of the plane as they are able to lay their hands on; they use original power plants, and attempt to duplicate exactly the color scheme of these frail contraptions of wood, wire, and fabric. Some fudge a bit—they stick to exact duplication of the external configuration of the early bird they have in hand but substitute tube steel and aluminum for wooden parts, more modern dopes and fabric for covering, and employ up-to-date fabrication and assembly techniques.

Who are these people and why do they build or restore aircraft? Robert A. Burbick of Flight Standards Service, FAA Headquarters, is more than somewhat knowledgeable in this area. Burbick speaks with authority. He knows hundreds of home builders; has been on the judging committee at all the EAA National Fly-Ins. His association with aviation began

in 1932 when he learned to fly in an Aeronca C-3 and has been continuous, although these days he confines his personal flying to his own Cessna 140-A.

"There are four easily identifiable types of homebuilders," he said, "and all have in common the creative urge and a desire to fly. There are those who build the midget racers and acrobatic planes; those who build for sport and recreation (and by far this is the largest group); there are those who build for transportation—and then there is that dedicated group that is truly experimental. They are the original thinkers—they try out new designs, new materials, new techniques."

At the annual Fly-In of the Experimental Aircraft Association at Rockford, Ill, this year, two members displayed their newly-constructed delta-wing planes. Others are experimenting with craft incorporating the Rogallo wing, a sophisticated version of a schoolboy's paper dart that is being tested as a means of returning astronaut-bearing capsules to earth.

But *who* in the FAA family are building their own planes?

Tony Spezio and his wife Dot are names that come to mind. Tony has been with the Agency for six years and works as an Aircraft Mechanic Leader at the Aeronautical Center, Oklahoma City, Okla. At age 33 he already has 17 years in aviation, has 750 flying hours, and holds Pilot-Commercial SES and SEL, and A&P Mechanic licenses. Tony started building his famous "Tuholer" in November 1958 and test-flew it in May 1961, a construction time that seems par for the course.

Tony's Tuholer

The "Tuholer" is a folding-wing, low-wing monoplane with a span of 24' 9" and a length of 18' 3". It has a top speed of 152 mph and cruises at 128. The fuselage and tail structure are of tube steel, the wing of wood ribs and spars. Tony reports it was built in a one-car garage using common hand tools. Like a lot of other homebuilders, he designed the ship as he went along. In keeping with homebuilders' tradition this was a family affair with a strong assist from his wife and children and friends "too numerous to start naming without leaving someone out."

Further south in Castroville, Texas, near San Antonio, Air Traffic Control Specialist, 26-year-old James D. Wright is teamed up with L. V. Doss, a mining engineer, in building an original design gyrocopter. At last report the craft has been ground tested and in this phase seems to be doing what the design data said it should. Doss and Wright got their project going in January 1962 and Wright reports ". . . we are nearing proper inspection and certification for flight testing by local FAA authorities."

Another partnership, in Jacksonville, Fla., is making progress on a highly modified "Knight Twister" stressed for 9Gs, and powered with a 90 hp Franklin engine. This is a project of Robert N. Gilbert, with six and a half years with the Agency, and sixteen in aviation, an ATCS at the Jacksonville ARTCC, and Donald E. Parker, also an ATCS at the Jacksonville ARTCC, with four years in FAA and eight in aviation. Parker has 2000 flying hours, Gilbert, 1500-plus.

Turner & Turner, Aircraft Builders

It is entirely possible that Marshall B. Turner of Cedar Rapids, Iowa, is personally acquainted with Eugene L. Turner of Fort Worth, Texas, since both are members of the homebuilders' fraternity. Thirty-eight-year-old Eugene is the creator of the Turner T-40, a folding wing towable plane that he started in 1958 and flew in 1961. Gene has been with the Agency for five years and is a design engineer in Aero Design Evaluation at Ft. Worth. In WW II he flew P-47s and has accumulated 1300 hours. His T-40 won the EAA 1961 Outstanding Design Award and in 1962 placed second in the "design contest."

In Iowa Marshall Turner is ". . . already 85 per cent completed on the Smith Mineplane that he started in August 1961." Turner, who works as Senior Section Chief at Cedar Rapids, has six years with the Agency, 19 years in aviation, a private pilot's certificate, and 500 hours.

Donald H. Harbeck, an ATCS at Oberlin, Ohio, expects to be flying his "Jupiter" in the spring of 1964. The "Jupiter" is a single-place, low-wing plane of wood and fiberglas construction which he started in the fall of 1961. Don has five years with FAA, 17 in aviation, a commercial-instrument ticket, and 600 hours.

General Aviation Maintenance Inspector Robert B. Maine, a man with A&E Mechanic, A&E Instructor, and commercial pilot ratings, says the seeds for his homebuilding venture were planted in 1952 when he saw photos of Ray Stit's latest design, a beautiful little single-place "Playboy." He didn't get started until 1959 when he ordered $100 worth of tubing and assorted materials and ". . . by early '60 was hacking away."

Bob, who has two and a half years with the Agency, 16 years in aviation, and 1000 hours, tells his own story best: "Construction has progressed at a snail's pace in three States now, and through one shop and two basements, but the end should be in sight by next year. The fuselage is complete except for hanging the engine and covering. One wing and aileron are near completion, ribs and spars for the second one are also completed."

Another Playboy Shaping Up

Also building a Stits "Playboy" is Jack L. Keehn, Berea, Ohio, who got under way in November 1961. His is a two-place SA3B "Playboy" which he is modifying to suit his own requirements. Jack is an ATCS in the Cleveland Tower Approach Control and has six years in FAA. He's a commercial pilot, instrument-rated, with 550 hours.

An FAA old-timer with 15 years, Ivan L. Ellis, a Coordinator at Davis Monthan RAPCON, Tucson, Ariz., is rebuilding a damaged midget racer which required extensive repairs to wing and fuselage. "Ike" Ellis has 21 years in aviation, holds a commercial ASMEL and LFI rating, and has 1000 hours.

Selden F. Armbruster, an ATCS at the Cleveland FSS, is building a Cougar, modified to include a tri-cycle landing gear. He started in September 1958 and hopes to have it flying this fall. The plane, which will be powered with a 125 hp Lycoming, is covered with Ceconite synthetic fabric. Helping him on the project are members of his family and Richard Fagan and Bill Gettinger from the Cleveland FSS. Armbruster has been with the Agency since January 1959, is a private pilot and has 500 hours.

An appropriate man to wind up this article is Charles H. Ellison, a private pilot with 85 hours, who is in the very early stages of building a Spezio "Tuholer." Mr. Ellison works as an ATCS at Hobbs, N. M. The homebuilding bug bit him soon after he won his certificate in February 1963. So far, he reports, he has bought the plans and has set up the jigs. A thorough man, he visited Tony Spezio while on vacation and availed himself of the opportunity to test-hop the plane he hopes to build.

And how is Ed Flint, the lead-off man in this piece, doing with his plane? He's still plugging along, assisted by Al Patton, a member of the FAA family, and a neighbor, J. A. Brooks, who is building a "Little Toot." Close at hand for advice and encouragement is Mr. John F. Quinn, FAA GADO of Atlanta.

(Above l.) James Wright, ATCS, San Antonio (r.) with partner, L. V. Doss, a mining engineer, get the feel of the controls in their original design autogyro. That's Jim (center) behind the canopy. Don Parker (above r.) stretches out under the Knight Twister he is building with Robert N. Gilbert. Both are ATCS' at Jacksonville.

Richard Fagan stands in front of S. F. Armbruster's Cougar with tri-gear.

Robert A. Burbick (above), Flight Standards Service, Headquarters, contemplates the world from the cockpit of Ray Stits' Fly Baby, billed as the world's smallest. Not much bigger (r.) is Tony Spezio's Tuholer, tooling along at 152 mph. Don Parker reappears (bottom l.) this time seated in the fuselage of the Knight Twister he and Bob Gilbert are building. Gene Turner, FAA Aero Design Engineer, Ft. Worth, had the highway and skyway in mind in his design (below r.).

Not our "fine feathered friends" at all are birds who present a critical threat to safe aviation. The hazard of bird strike is represented at left where a migrating flock is in the direct path of an on-coming airplane. Above: The caged birds are under close scrutiny for their reaction to aircraft vibration close to a runway. Right: The sound truck emotes loud noises to scare birds away.

Nests of Trouble

Birds have long been recognized as a potential hazard to aircraft. During aviation's pioneering age when airplane speeds were relatively slow, damage from bird strikes usually was minor and largely confined to broken windshields and occasional damage to the fuselage. The Jet Age has made this problem far more serious.

Before the advent of jet and turbo-jet engines, birds had become accustomed to the noise and speed of piston-driven aircraft and could get out of the way. They could even rest at airports without danger to themselves or to aircraft. With jet aircraft, the tremendous suction into air intakes has created a formidable hazard.

The Department of Interior admits that much remains to be learned about the altitudes at which birds fly under various weather conditions at different seasons of the year. Nevertheless, the Interior Department, with the help of the FAA has made an exhaustive study to determine the nature and extent of bird strikes. The data that has been made available should lead to measures that eventually will minimize such hazards.

There is no habitat, either natural or man-made, that will not attract certain species of birds at some season of the year. For this reason, the objective when planning to reduce a bird hazard is to render the airport and its vicinity less attractive to those species that are a potential hazard—not to strive for the impossible goal of a birdless community.

If it is determined that a potential hazard exists due to the presence of birds, the first step is to identify the species involved and the factors that attract these birds to airports or their vicinity. The second step is to determine whether a bird problem is temporary (as is often the case with migrating flocks who are readily dispersed with scaring devices) or whether it is a long-range hazard (when resident species feed, roost, and rest on airport grounds after learning that scaring devices are relatively harmless). The third step is to decide which remedial measures are most practical.

One fact is absolute, regardless of the species of birds endemic to the vicinity: As long as attractive conditions exist on airports, birds will continue to take advantage of the situation. Much can be done to make such areas unattractive. The following are a few of the steps that can be taken toward a permanent rather than a temporary reduction of concentrations.

- Eliminate all inadequate refuse disposal systems, such as an active dump, in close proximity to the airport. Large numbers of gulls, starlings, and other birds are attracted to waste food. Even careless disposal of relatively clean trash may attract birds for short periods.
- Destroy potential roosting sites for flocking birds. Tall reeds, weeds, or brush may attract thousands of starlings and blackbirds, especially in fall and winter. Such cover may serve as roost sites for blackbirds and starlings, as well as for rodents and rabbits, which in turn, attract birds of prey.
- Remove berry-or-seed producing shrubs and weeds that are attractive to wildlife.

If a line of shrubs is needed for a snow fence or a windbreak, it should be kept free of weeds.

- Drain ponds and other bodies of water, such as shallow impoundments in the immediate vicinity of runways. Depressions should be filled to reduce even temporary rain pools to a minimum. Many species of birds are attracted to water for drinking and bathing purposes.

There are a number of devices which, if used correctly and under the proper circumstances, can repel temporarily a number of bird species. *Automatic Acetylene Exploders* are machines that ignite acetylene gas to produce loud explosions at regular intervals. They are not injurious to birds, but the loud reports may be objectionable in residential areas. *Exploding Shotgun Shells* contain, instead of pellets, a king-sized firecracker which is projected a distance of 100 yards or more before exploding. These noisemakers, as well as others have been used to discourage roosting, but inasmuch as birds gradually become used to noise, exploding devices should be moved around and used only when necessary.

Bird strike is a threat to flight safety. Studies are continuing to examine the nature and scope of the bird problem in all sections of the country. Commercial materials, both marketed and proposed, are being tested at airports; sterility-producing agents and selective lethal chemicals are being investigated, as well as sonic, ultrasonic, and electronic media; and bird behavior and responses are being scrutinized in all problem areas.

BLACKSTONE SEES HEAVY ACTION DURING SUMMER

Left: Thomas D. Raymond, Flight Service Specialist, makes weather broadcast at Blackstone, Va. Right: Frederick J. Mayne, Chief, Blackstone FSS services information calls. Mayne has been at Blackstone since 1942.

While many people can boast of leisurely summer schedules and a temporary relaxation from the fast pace of spring, the Blackstone FSS digs in for a heavy and constant barrage of increased activity during the summer. Located at the Blackstone Army Air Field (AAF) which serves nearby Camp Pickett and Camp A. P. Hill, the FSS serves the summer training needs of Army and National Guard divisions.

Camp Pickett is a major training area for armor and artillery units of the Second Army, and A. P. Hill is a major training area for infantry elements.

The summer months saw Blackstone FSS serving the 28th Division, Pennsylvania National Guard; the 83rd Reserve Division from Ohio; the 29th Division, Virginia—Maryland National Guard; the 104th Armored Cavalry Regiment from Pennsylvania; the 150th Armored Cavalry Regiment of the West Virginia National Guard and several other units.

Generals of the 83rd Division, Army Reserve, Ohio after landing at Blackstone, Virginia, to participate in training exercises. Left to right: Major Gen. Lolli, Major Gen. Harding, Brig. Gen. Mason, Lieut. Col. Gonagle.

Sleek New Tower Rises at Islip Replaces One of WW II Vintage

Islip's World War II vintage control tower has been "retired" and replaced by a modern seven story structure on the southwest end of MacArthur Airport. The new building was built at a cost of $548,000, half of which was paid by the Federal Government.

Called the "Charles H. Duryea Memorial Tower," the building houses approximately 38 FAA employees who direct traffic movements at the field. In 1962 Islip ranked 105th out of the 270 federally-operated towers in the United States, handling over 106,000 flights at MacArthur Airport.

The tower includes a flight service station and is equipped with a modern instrument landing system. The tower itself was named after former Islip Supervisor Duryea who served as head of the town from January 1, 1940 through December 31, 1951. Supervisor Duryea was called the "father of MacArthur Airport" for his efforts in getting the field built in Islip during World War II.

The tower was commissioned and dedicated in September.

20-YEAR VETS IN GA AWARDED

William E. Crosby, Chief, General Aviation Branch, recently presented twenty-year length of service awards to General Aviation Branch employees. Recipients of these awards were, left to right: Hurant Tavetian, Thomas Dye, Clara Teitel and John McClintock.

QUESTION BOX

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

Q. To which categories of retired military personnel do dual compensation restrictions apply, with respect to Federal employment?

A. Dual compensation restrictions apply to the following categories of retired military personnel:

1. A retired regular officer who was retired for disability for injuries or incapacity in line of duty (not for combat or instrumentality of war in time of war) may hold a Federal civilian job but his combined annual rate of compensation from civilian salary and retired pay cannot exceed $10,000.

2. A retired regular officer or regular warrant officer retired for reasons other than disability incurred in the line of duty cannot hold a Federal job if his retired pay is $2,500 or more. If it is less than $2,500 he can hold a Federal position only if the civilian salary is less than $2,500. There are no limitations, no maximum salary restrictions, for the following types of retired military personnel:

1. Retired enlisted men receiving military pay on the basis of their enlisted service.

2. Retired regular and reserve officers whose retirement is for disability incurred in combat or caused by an instrumentality of war in line of duty in time of war.

3. Retired reserve officers who are entitled to retirement pay by reason of service in a reserve component.

4. Members of the uniformed services appointed as officers in the Army of the United States without component under the act of September 22, 1941, and who were retired for disability under the act of April 3, 1939.

Any employee, retired from military service, who has any questions concerning the above is invited to request clarification from EA-12 by memorandum through channels. His memorandum should make reference to the Public Law under which his retirement was effected and all additional information he can furnish concerning the basis of his retirement.

Q. Should a position be redescribed only when it is known that a grade change will result?

A. No. Effective administration of position classification requires that Agency officials and first-line supervisors accept their responsibility for maintaining current and accurate descriptions reflecting the work for which employees are responsible; and that all positions be reviewed annually by competent classification officers to insure that descriptions are accurate and that the positions are properly classified.

Q. If I do not apply for a refund of retirement monies at the time I resign or am separated, may I apply at a later date?

A. Yes. Employees with less than five years of service may withdraw their retirement monies at any time. Employees with five or more years of retirement monies at any time prior to reaching age 62. The application for refund must be filed with the Civil Service Commission at least 31 days before reaching age 62.

Q. Is there any advantage if I leave my money in the retirement fund?

A. That depends on whether you have more or less than five years of service.

a) If you have less than five years, the only advantage to leaving the money in the retirement fund is that you would not have to make a redeposit to receive credit for the service if you return to Federal employment.

b) If you have five or more years of civilian service you could receive a deferred annuity at age 62 by leaving the money in the retirement fund. In dollars received, the annuity in most cases is more valuable than the refund.

Also, when you retire at age sixty-two you can elect a survivor type annuity and protect your widow (or widower).

TWO REGIONAL I&M VETERANS RECEIVE THEIR RETIERMENT CERTIFICATES

Ceremonies recently held in the Office of the Chief, Installation and Materiel Division honored two employees who will reach the mandatory retirement age of 70 in October 1963. The two veteran employees, John E. Fallon, and Henry E. Gittens, are two of the sprightliest septuagenarians, in Eastern Region, or perhaps in the Agency. A humorous sidelight to the taking of their photograph was that they wanted it understood that they were asked to sit by the photographer and did not sit by choice or because of old age.

John E. Fallon started his government career with the Corps of Engineers in March '42 and first came to the Agency in 1947. While with the Corps of Engineers, John went from one climatic extreme to another, from the Yukon Territory to Honolulu.

In World War I John served in the U.S. Army, as a Sergeant with Company "G", 315th Infantry of the 79th Division from 1917 to 1919. John is justifiably proud of his son Robert, who is a graduate of the U.S. Military Academy, West Point, and now as a Major is a West Point instructor.

Henry E. Gittens entered Government Service in March '38 with the Public Buildings Administration and came to the Region in August '49. He worked in the Office Services Section and then transferred to our Drafting Unit in the plan and file room. Henry and his wife Rosalyn make their home in East Elmhurst, Queens, N.Y.

Standing, left to right: John P. Daly, Chief, Radar Plant Unit; Timothy L. Hartnett, Assistant Chief, Establishment Branch; Robert M. Brown, Chief I&M Division; Richard P. Battle, Assistant Chief, I&M Division; Daniel G. Schavel, Chief, Drafting Unit, and Monte Davison, Chief Administrative Staff. Seated, l to r: Retirees John E. Fallon and Henry E. Gittens.

NEW TECHNICAL ALERTNESS TRAINING PROGRAM

Nobody, but nobody, can be an expert in the whole field of aviation. The field is too big and it changes too fast. It's even quite a job to be an expert in one part of aviation such as Air Traffic Control, Aeronautical Engineering or Navigation Aids. Not only do you have to know your stuff, you also must keep learning all the time to stay up-to-date with changes in your field and keep familiar with developments in related areas which affect your work.

To help employees learn, the Eastern Region has established a Technical Alertness Training Program for key people at Regional Headquarters. Late in 1961 Regional Director Bakke asked his staff to develop this Program. One of his objectives was to help Eastern Region technical experts keep up to date with research and development projects, new equipment, and other changes in the aviation industry which affect their work. Another objective provides cross training so personnel in one technical area become familiar with problems and developments in other technical areas.

The P&T Division arranged training sessions with the help of major program divisions. A Technical Alertness Committee was established to guide the Program. Present committee members are:

John Wilson, Air Traffic Division
John Vogel, Flight Standards Division
Dom Tocci, Systems Maintenance Division
Hugh McEvoy, Installation and Materiel Division
Leo Berek, Personnel and Training Division

Twenty-six, one-hour sessions, on various aviation-related subjects, have been conducted wtih an average attendance of about fifty people. Some of the highlight topics were: Airport Lighting, Arresting Installations for Today's Aircraft, A Review of Research and Development at NAFEC, Automation in Air Traffic Control, Aircraft Accident Investigation, What's Ahead in Meteorology? The C-141 Transport, Noise Abatement, Lasers and Masers, and Fundamentals of Data Processing.

Responses from participants and their supervisors indicate that the Technical Alertness Program has been delivering the goods. Participants have been exposed to the growing edge of developments in aviation and related areas such as Electronic Data Processing and Meteorology. Air Traffic Controllers have learned about some of the problems of aeronautical engineering. Electronics Maintenance Technicians have a better understanding of some of the difficulties of Air Traffic Control. Other technical and administrative specialists at Regional Headquarters have also had their knowledge broadened by the program.

The Technical Alertness Committee has had many suggestions for subjects for the next series of sessions. Among the topics being considered are: Vertical Lift Planes, Flight Testing, Civil Aeromedical Research, Airport and Community Planning, and Automatic Landing Systems. With the continuation of the fine cooperation we have received within the Federal Aviation Agency and the industry, our Technical Alertness Program for FY-1964 ought to be a good one.

Aviation Medics Have Their Paperwork Problems

Part of the basic foundation of any office, business, or agency is paperwork in its many and sometimes bewildering forms.

General correspondence, legal, technical, statistical, regulations, and procedures are major buildings blocks in the administrative structure.

A good example of the administrative machinery that must mesh smoothly is the medical paperwork required to process a request for airman medical certification.

Upon receipt of an airman physical examination report, a review and work sheet is made up. Each case requires an administrative and medical review. This generates more paperwork—the preparation of a letter to an applicant requesting administrative data—letter to a hospital requesting additional medical reports. When the paperwork machinery is chugging along properly, the ordinary case requires four pieces of outgoing correspondence, three replies from the applicant and four to six filing actions to determine an applicant's eligibility for airman medical certification.

What does this amount to in one typical month?

Approximately 1200 pieces of correspondence initiated; 1700 replies received from applicants, physicians, hospitals, etc.; 1800 filing actions.

The end result of medical administrative paperwork is personal job satisfaction, in knowing the Aviation Medical Division has served airmen.

Historic Williamsburg Is Named Site for '64 Management Classes

The date and place for the First Management Institute to be conducted in the Eastern Region have been set. It will be held at historic Williamsburg, Virginia January 26 to February 7, 1964.

The program for managers with responsibilities of second level supervisors and up through but not exceeding the Branch Chief level. Emphasis is on the practical phases of management, e.g., organization complexities, authority, policy and administration as organization factors; specialization and work division; coordination, power and leadership; personnel and financial management; behavior courses, and communication.

UNTERBERG GOES TO "PERT"

Matthew Unterberg, Acting Chief, Procurement Section, recently attended the newly established PERT Orientation and Training Center at Bolling Air Force Base, Washington, D.C.

Unterberg is the first in the Materiel Branch to participate in PERT training. The course provides the student with a knowledge of the principles and fundamentals of sound project planning, scheduling and control.

NEW ALBANY GADO INSPECTOR

Al Nogard, General Aviation Operations Specialist, Regional Office, transferred to Albany, New York, as Supervising Inspector of the General Aviation District Office, on August 12, 1963.

REPRESENTING 220 YEARS

Materiel Branch employees receive 20-year service pins. Left to right: (Bottom row) Mr. Thomas F. Lynch, Acting Chief, Materiel Branch, presented the pins to Lucy Azzato, Larry Schwartzman, Bill LoCurto, Seymour Waksman, and (top row, left to right) Sol Kornblau, Harry Rosenthal. Also receiving 20-year pins but not available for photo: Fred Dini, Peter Dowd, George Lieberman, Jim O'Brien, Fanny Zambler.

I&M Salutes 2080 Years of Federal Service

Asterisks mark the seven I&M members elevated to the "25-Year Club" in a recent Headquarters ceremony. Above (l. to r.) are: Thomas Lynch, Chief, Materiel Branch; Richard Battle, Ass't Chief, I&M Div.; Michael Kozulak*; Daniel G. Schavel*; Americo Chiarito, Chief, Establishment Branch; Robert Brown, Chief, I&M Div.; Angelo Narciso*; and Herman L. Cogan*. (Not present when photo was taken were: Daniel F. Cassidy*; Oscar A. Hager*; and Bernard N. Nash*.

20-Year Service Pins went to Monte Davison, Chief, Administrative Staff (l.), Grace Sabato, secretary (center), and E. J. Fitzgerald (r.). Awards were presented by I&M Chief, R. M. Brown (2d r.), Assistant Chief R. Battle (2d l.).

Frank Olsen, Assistant Chief, Aircraft Management Branch (left), presents "Length of Service" awards to James Moran (20 years), Rose Conte (15 years), Seymour Barth (10 years), and Joseph Parise (10 years). Total: 55 years.

Robert M. Brown, Chief of EA's Installation and Materiel Division, presented "Length of Service" awards to 152 employees of his division, representing a total of "2080" years of service to the Federal Government. This amount, broken down into multiples of 5 years, is as follows; 7 employees with 25 years of service, 34 employees with 20 years of service, 23 employees with 15 years of service, and 88 employees with 10 years of service.

Recipients of the awards were:

25 years: Daniel F. Cassidy, Herman L. Cogan, Oscar A. Hager, Michael Kozulak, Angelo Narciso, Barney Nash, and Daniel Schavel.

20 years: Lucy Azzato, Alfred Bagdonas, Harry Blessing, Ray Campion, Warren Christians, Moe Cohen, Alfred D'Andres, Monte Davison, Ferdinand Dini, Peter Dowd, John Fallon, Thomas Finneran, Edward Fitzgerald, Solomon Kornblau, Carter Kyle, George Lieberman, William Locurto, E. Luczkowiak, Joseph McDermott, William Minuse, William Miraldi, James O'Brien, Thomas Palades, John Rhedin, Harry Rosenthal, Grace Sabato, L. Schwartzman, Leonard Soriero, John Vidovich, Seymour Waksman, E. B. Wayland, Fannie Zambler, Phyllis Zehro, and Joseph Zuewski.

15 years: Arnold Beller, Fred Bustamenti, Edna Butler, Clyde Cockrell, S. Colosimo, Pat Cunningham, James Edwards, Floyd Frye, Jasper Guccione, Joseph Lopes, Frederick McMahon, John O'Keefe, Lawrence Pfeiffer, George Pope, Martin Reycroft, Ben Robertson, Herbert Ross, Edgward Sotira, Bernard Sulsky, Laurence Tonne, Thomas Twomey, Joyce Winfield, and James Youngs.

10 years: Gerald Abrams, Joseph Bartolo, Robert Bearns, Allen Behrman, Harold Bleckman, Donald Boger, Maxwell Boles, William Booker, Ona Campbell, N. J. Carlis, Michael Cirillo, John Colangelo, Adolph Colizza, Robert Crowley, Leon Delude, Rocco Devita, A. DiBenedetto, Ernest Dino, Leo Dirheimer, John Dorman, Frederick Duckert, John Dufficy, Edward G. Dunne, William Dyer, Kenneth Dyste, Ralph Emerson, John Fogarty, Philip Fried, John Fulton, H. Garabedian, Irene Geisler, William Goggin, Emmett Goodman, Murray Gottlieb, Timothy Hartnett, Doris Harvey, Gertrude Herman, Richard Higgins, Lyn Hoard, Barbara Holly, Harold Hoogkirk, Bureta Horn, Willie Hunter, Edward Holster, S. A. Iannarelli, Edward James, Charles Jamison, Clarence Jenkins, John Jordon, R. Justiniano, William Kelly, Samuel Kramaroff, Walter Krikstan, Norman Kusnetz, Evelyn Laino, Herbert Lee, Russell Leinbach, Melvin Marley, A. Marshall, Charles Massaglia, Edward McDemon, Hugh McEvoy, Emma Measell, John Miller, S. Oberlander, Edward O'Connell, John Poidomani, James Pousant, Thomas Pucci, Leola Pryde, John Quigley, Joseph Ram, Richard Robinson, Edward Roethel, Humphrey Russell, John Ryan, Jerry Sanesky, Cecil Santrock, Victor Scaperoth, George Sershen, Ann Sharp, Martin Sheinfeld, George Treantefel, Thomas Trent, Rose Valentine, Bert Vick, George Vopat and Martin Zolensky.

Flight Standards personnel plan the region's Aviation Mechanic Safety Award campaign. Left to right: Lester G. Kooken, Gen. Aviation Maintenance Specialist, Regional Office; Frank Moucka, Air Carrier Maintenance Specialist, Regional Office; Robert K. Crothers, Principal Maintenance Inspector FAA IFO, New York; Alfred A. Pasquale, Principal Maintenance Inspector FAA, GADO Lindenhurst; Everett E. Sellers, Maintenance Inspector FAA IFO, New York; and Harry C. Hicks, FAA ACDO 31, New York.

FAA general aviation specialists discuss program at the Zahns Airport, Lindenhurst, N. Y. Left to right: John Kilpatrick, A&P Mechanic, Aircraftsmen, Inc., Zahns Airport, Lindenhurst; Lester G. Kooken, General Aviation Maintenance Specialist, Regional Office; Walter Sawatzky, Chief Inspector Aircraftsmen, Inc. Zahns Airport, Lindenhurst, Paul Nyholm Maintenance Supervisor Aircraftsmen, Inc., Zahns Airport; and A. A. (Pat) Pasquale, Principal Maintenance Inspector, EA-GADO 11, Lindenhurst.

Air Carrier mechanics can compete for annual safety awards. "Grass rooters" Frank Moucka (left) Air Carrier Maintenance Specialist and Harry Hicks (right) Air Carrier Maintenance Inspector, discuss program with TWA mechanics John Cohen and Gene Spina.

MECHANICS PROGRAM OFF TO FLYING START

The Region's "grass roots" campaign to promote recognition of the aviation mechanic by emphasizing his vital but heretofore often unsung role in air safety got off to a flying start as Regional Flight Standards personnel "stomped the circuit" to publicize the program throughout the 15 northeast states.

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

In addition to its regular allocation of promotional material, the Regional Office has distributed 100 extra safety award kits to the General Aviation, Air Carrier and Engineering Manufacturing District Offices. Advisory Circular (60-2), and additional nomination forms were distributed to all field offices for further distribution to the region's repair stations, airports and aviation facilities.

GADO's and ACDO's designated as state committee offices are making a concerted effort to advertise the mechanic safety awards program.

Extra copies of FAA New Release 63-56, which outlines general details of the program, were distributed to all airports in the region, with a special note to airport managers emphasizing the importance of the program, and requesting their cooperation in having the release posted on prominent bulletin boards.

The Region's Air Carrier and General Aviation Committee Offices have selected and assembled state committees for screening and judging the selection of the state winners.

As a means of illustrating the Administrator's keen interest in the program, a taped excerpt taken from his speech at TWA's Kansas City maintenance overhaul base, is being played at the various aviation mechanic grass roots meetings held in the Region.

The Region's last "grass roots" meeting to indoctrinate the Aviation Mechanic on the program was held on August 28 at Cleveland Hopkins Hotel at Cleveland Airport. A previous meeting was held at FAA's Hangar 6, Washington, on August 14.

Lester Kooken, General Aviation Maintenance Specialist in charge of the Region's Maintenance Airman Certification and School's program, heads the regional effort. Assisting him is Air Carrier Maintenance Specialist Frank Moucka.

It is expected that all Regional nomination forms for state level awards will be processed by September 10. State winners, to be chosen by state aviation officials and representatives of FAA and industry, will later be considered for regional and national awards.

Who's Who in EA's Systems Maintenance


Ernest L. Gayle


Louis J. Cardinali


Joseph J. Haas


Melvin Morrison

Ernest L. Gayle, Chief, Systems Maintenance Division, Eastern Region, was graduated from Brooklyn College in 1940 with a degree of Bachelor Arts in Science. He has completed pre-radar engineering courses at Princeton University and advanced engineering courses at Massachusetts Institute of Technology. He has completed the Resident Course of the Industrial College of the Armed Forces.

Louis J. Cardinali, Assistant Chief, Systems Maintenance Division and is a graduate of Manhattan College where he received a Bachelor degree in Electrical Engineering. He became Chief of the Navaids Section in the Electronic Engineering Branch in November of 1956. From 1960 to October 1962 he was Assistant Chief of the Systems Maintenance Branch.

Joseph J. Hass, Chief, Administrative Management Branch entered New York University after WWII and received a Bachelor degree in Electrical Engineering. In 1951, Mr. Haas entered the former CAA as a field Electronic Engineer engaged in the installation of air navigational aids. He joined the Systems Maintenance organization in 1961 as Chief of the Program and Planning Section and in June 1963 was selected for his present position.

Melvin Morrison, Chief of the Operations Branch was graduated from New Jersey State College with a Bachelor of Science degree in Science. He began his career with the Agency 17 years ago when he pioneered in the use of radar for civil aviation. He was the engineer-in-charge of the first radar facility in the Region, doubling as an instructor of the first radar controllers in the practical technique of radar traffic control.

Melvin N. Watine, Chief, Engineering Branch, attended Yale University, New Haven, Conn. His Federal Service began with the former CAA in 1948 in field installation work on various types of electronic facilities in the Eastern Region. He has been actively engaged in Navigation, Communications and Frequency Engineering Programs. Prior to joining the CAA, he was on the staff of the Electronics Division, Orthorn Corporation, Paterson, New Jersey.

John L. McGiverin, Chief, Washington District Office, joined the former CAA in 1947 after five years in the Air Force during WWII. Assigned to the Washington area since 1948, he has been Chief of the Maintenance District Office there since 1957. He attended the University of Virginia Extension Engineering classes from 1950 to 1956. McGiverin will act as Supervisor of the Washington Area Office during Project FOCUS.

Laverne E. Dettinger, Chief, Boston District Office came to the CAA in 1942. After field assignments in the Eastern Region and four years in the Regional Office, he was appointed as the Chief, SMDO at Pittsburgh, Pa., in 1950. During the past 13 years, Dettinger served on many details in the Regional and Washington Offices. He was EA representative on Project Searchlight. During Project FOCUS he will act as Supervisor of the Boston Area Office.

John Hanlon, Chief, Cleveland District Office, began his FAA career as an Electronic Technician at Indianapolis, Indiana, in 1946. He has held positions of Sector Chief, Maintenance Inspector and District Supervisor and served in the Washington Office where he was Assistant Chief, Program Management Division, Systems Maintenance Service. He was selected to his present position in July 1963. Mr. Hanlon will act as Supervisor of the Cleveland Area Office during Project FOCUS.

Julio E. Ortiz, Chief, New York District Office, began his Federal Service in 1938. In 1940 he transferred from the old ARTCC at Newark, to the present Systems Maintenance Division. While in maintenance he has advanced from Senior Radio Electrician to his present position. Mr. Ortiz will act as Supervisor of the New York Area Office during Project FOCUS.


Melvin N. Watine


J. M. McGiverin


Laverne E. Dettinger


John J. Hanlon


Julio E. Ortiz

EASTERN REGION GOES TO THE LONG ISLAND FAIR


Air Traffic Control Coordinator Robert Milligan distributes pamphlets describing procedures of ATC. He's from the Boston Center. Below: Lou Rech, an Air Operations Specialist, describes Alphanumerics system.

The opening of the Long Island Fair on August 24 saw enthusiastic and unusual Eastern Region participation with the newly-arrived Alphanumerics exhibit from the Paris air show.

A cinemascope color presentation, Alphanumerics caught the eye of industrial and aviation minded Long Island. While last year's Fair audience was estimated to be 240,000, officials estimated this year's audience at more than 300,000 people. Air Traffic Controllers Lou Rech, Pittsburgh Tower; Jules Penka, Newark Tower; and Robert Milligan, Boston Center represented the Region at the Fair.

LOUISVILLE FSS PERSONNEL RECEIVE AWARDS


C. R. Allen, Watch Supervisor (right), receives Sustained Superior Performance Certificate from facility Chief, S. S. Loomis. Allen received $200.


Air Traffic Specialist W. C. Greene, (right) receives Sustained Superior Performance award and $160 from Louisville FSS Chief, S. S. Loomis.

Joint Use Radar Supply Support Conference Held at Griffis AFB

In a continuing effort to solve supply problems associated with the joint use radar program, Milton Hyatt, Systems Maintenance Division and Kenneth Dyste, Materiel Branch, attended a meeting of the JRPG Logistics Sub-Panel at Griffis Air Force Base, Rome, N. Y.

Problems relating to supply support of the FPS-35 Radar at Benton and Montauk were specifically discussed. The meeting resulted from an on-site study conducted at Benton Air Force Station by FAA Washington, FAA Eastern Region, and ADC personnel, to ascertain specific problem areas and to develop corrective actions necessary to resolve the problems.

Major consideration by the Air Force is the allocation of over a million dollars for complete revision, printing and distribution of technical orders for the FPS-35 Radars.

It was agreed that indoctrination of FAA site personnel in Air Force supply procedures and techniques would be undertaken by the Air Force, probably in September, for EA participants.

A complete review is also to be made by ADC of all priority supply requests which have been submitted for this system, either initial or reprovisioning action, since FAA took over maintenance responsibility.

WILLIAM WAGNER OLDEST TCS

A quick review of our files indicates that William "Bill" Wagner is the oldest Air Traffic Control Specialist in active status in Eastern Region.

"Bill" Wagner was born on November 23, 1896 in West Toledo, Ohio. He began government service with the then Bureau of Lighthouses on October 30, 1931. He was assigned as assistant airways keeper at the Milroy, Indiana intermediate landing Field.

"Bill" is currently Chief of the Findlay, Ohio, FSS where he has been assigned since January, 1943.

GOODYEAR GS-19A GETS OK

The evaluation and flight characteristics of the 147,300 cubic foot Goodyear GS-19A Airship have been completed and approved by Flight Standards Division personnel. The GS-19A is approximately 158 feet in length, has a maximum of 41 feet, and is powered by two 154 HP Continental GO-300 engines. Airship Type Certificate No. 1 will be amended to include this model.

AVIATION HISTORY-MAKING IN PITTSBURGH AREA

Low frequency towers stand erect (left) after 27 years of uninterrupted service in the Pittsburgh area.

Demolished tower structures mark end of low frequency facility in Pittsburgh after 27 years' service.

April 10, 1963 marked the end of the low frequency era in the Pittsburgh area. Photographs show the removal of the outer tower structures of a low frequency range facility which operated continuously for 27 years with only minor interruptions and facility course structure change.

Low frequency facilities were accepted with great enthusiasm in the nineteen-thirties particularly in those localities where fog and smoke prevailed, creating serious visibility problems for pilots seeking landing fields.

The center tower of the former Pittsburgh low frequency range converted to a homing facility now stands alone. Its function is to transmit weather information and serve as a radio homing beacon for aircraft.

To commemorate the existence of this guiding influence, the site area, when developed, will bear the street name "Towers."

Carlos Rios, From Argentine, Learns FAA Systems

An Argentine, whose country is catching up in aviation communications, has been assigned to the FAA's Flight Service Station at Patrick Henry Airport for the first phase in his study of U.S. search and rescue services.

He is Carlos Rios, who arrived at PHA Monday for assignment in the flight service station.

Rios is in the process of familiarizing himself with our methods of weather reporting, preflight pilot briefing, and in-flight position, which encompasses communication with aircraft while aloft.

Rios and five of his fellow countrymen came to the United States last month to undertake a six-month education program in our ways of handling aviation activities at municipal airports.

At 36, Rios, who has been associated with the aeronautics field for 18 years served as manager of the municipal airport in Puerto Deseado, a small community of 6,000 persons, located some 1,500 miles south of Buenos Aires.

Upon his return to Argentina, he will be assigned to the municipal airport at Commodor Rividavi, a city of 100,000, where he will specialize in search and rescue services.

Except for Buenos Aires, which has six municipal airports with modern communication equipment, Argentina's airports are still using radio telegraph, an obsolete method of communication compared to our present day teletype machines that move at a speed of 100 wpm.

Puerto Deseado's airport is modern in nearly every other respect. Present day planes such as jets, Carvelle, Comet 4, and British turboprop A Avro fly into the Airport. The airport offers six daily flights. The longest runway is about 5,000 feet.

The duties of a manager of an airport in Argentina are more complex than those of a municipal airport manager in this country, Rios said.

An airport manager in Argentina is a jack-of-all-trades. Although he has assistants, he is in charge of the control tower, the maintenance and various other departments on the airport. At Puerto Deseado, Rios had 12 employees under him.

Ralph Schaffstall, chief of the Flight Service Station at PHA, expressed pleasant surprise at Rios being assigned to his station.

Rios didn't learn to speak English until this year. The first six months of 1963, he was assigned to the United States Embassy in Buenos Aires, where he learned the language.

5000 Attend Dedication of FSS At Morgantown Municipal Airport

Above, a view showing the front entrance of the new Flight Service Station, Morgantown, West Virginia.

More than 5,000 persons attended the dedication of the Region's new FSS at Morgantown Municipal Airport on August 11. Principal speakers for the occasion were U.S. Senator Jennings Randolph; West Virginia Governor W. W. Barron; Major General (Ret) Ben Foulois; Blanche Noyes (FAA); and Congressman Harley O. Staggers. Walter S. Hart, of the West Virginia Aviation Foundation, acted as coordinator and master-of-ceremonies.

Eastern Region personnel present for the dedication included Robert M. Brown, Chief, I & M Division; W. Thomas Deason, Chief, Air Traffic Division; S. Bobskill, Community Affairs Office; Jack Jennings and Fred Hessen, FAA Morgantown.

The dedication day included a luncheon for principals and a guided tour.

"The Scheme of Things"

Regional Director, Oscar Bakke, discusses New York Center's Air Traffic Control inventory with visitors during VIP briefing tour. Left to right: Cdr. O. E. McCutcheon, Navy Regional Airspace Office; Oscar Bakke, Donald Kuss, Councilman, Town of Islip, and Harold Hechtman, Airborne Instruments Laboratories.

EUROCONTROL GETS A HELPING HAND FROM FAA AND BEGINS ITS WORK

Six European countries, faced with an unusual problem in aviation, have called on the FAA to lend a helping hand.

The countries of Western Europe are so small geographically that they pose a perplexing dilemma in the Jet Age. Modern civil and military subsonic craft cross the tinier countries in a matter of minutes. The fast speeds at which these swift birds fly require the pilots to switch frequently from one aviation support system to another.

European airways, congested with an increasing number of high altitude air carriers and high performance military aircraft, complicate the control problem further. There are so many airplanes, ground facilities, and communications systems that air traffic controllers often receive flight information behind a given flight instead of in front of it.

A major step forward in overcoming this threat to air safety has been the formation of the European Organization for the Safety of Air Navigation, commonly called EUROCONTROL. Comprised of Great Britain, France, Germany, Belgium, Luxembourg, and the Netherlands, EUROCONTROL is preparing to assume responsibility for the control of upper air space above its member nations.

EUROCONTROL plans to establish a joint EUROCONTROL/Military Upper Area Control Center for the control of that space. In order to provide ATC service for both civil and military craft, EUROCONTROL proposes to put civil and military traffic controllers side-by-side in a common control team.

To test their ideas, EUROCONTROL has asked to borrow the FAA's dynamic simulator. A simulation project as extensive as the one established for EUROCONTROL is highly sophisticated. The objectives are threefold: One is to develop an optimum control equipment configuration for a Joint EUROCONTROL/Military Upper Area Control Center. The second is to determine the optimum number and jurisdiction of control positions. The third is to determine the degree of radar flight following service that can be provided to general air traffic within a given sector.

Representatives from both EUROCONTROL and the FAA signed an official agreement last spring, spelling out the ground rules for funding and participation. The project was assigned to Systems Research and Development Service at NAFEC, specifically, the Evaluation Division's Traffic and Procedures Branch. This branch thus became responsible for isolating and defining all the air traffic control problems involved.

The EUROCONTROL project at NAFEC uses the Model "B" ATC Simulator which can produce a variety of control situations. The equipment represents operational control facilities and is manned by qualified ATCs.

This included determining the test environment, devising the necessary test procedures, formulating the simulation test rules, supervising and managing the required test runs, analyzing all data, documenting test results, and drafting a final report.

To accomplish this a total of 118 persons were assigned to the project. This total consisted of five evaluation team ATC specialists, 27 air traffic controllers, 66 simulator pilots, six simulator pilot supervisors and dispatchers, five data collectors, five data processors, one electronic engineer and three electronic technicians. These were all SRDS personnel and did not include EUROCONTROL representatives.

Participating as representatives of the EUROCONTROL Agency were Horst Guenther, principal ATC expert of EUROCONTROL Section 03, serving as project monitor; Maj. Hans Christinnecke, German Air Force, a military ATC expert representing the air traffic control interests of the German, Belgium and Netherlands Air Forces; and Jochen Koch, active watch supervisor of the Hannover (Germany) Area Control Center and senior controller from the area selected for the simulation evaluation. Mr. Guenther is also a former Approach Control and Tower Chief from the Rhein/Main Airport in Frankfurt, Germany and was serving in that capacity when ATC radar was first commissioned there.

The test environment selected was the Model "B" Dynamic Air Traffic Control Simulator System. This system provides 60 target generators, aircraft simulators, which can represent 180 flights per hour, and an extremely versatile and flexible air traffic control environment.

After 132 evaluation runs, representing approximately 10,000 controlled flights, dynamic simulation was completed in July. The overall project will be completed when the final report is issued to the EUROCONTROL Agency this month.

Simulator pilots, seated at left in front of consoles, can "fly" 180 flights per hour. At right: EUROCONTROL representatives at NAFEC: From left: Maj. Christinnecke, Mr. Guenther, and Mr. Koch discuss their progress.

PRODUCTIVITY OF SYSTEMS MAINTENANCE SHOWN IN REPORT TO BUDGET

FAA has recently completed the initial phase of a research project conducted at the request of the Bureau of the Budget, to determine the productivity of the Systems Maintenance Service. The period chosen covered the fiscal years 1958-1962.

SM is responsible for the maintenance of an immense system of air traffic control, air navigation, and aeronautical communications facilities that make up the Federal airways system. In the interest of air safety SM's mission is to assure that all operate continuously at acceptable levels of performance.

The service Systems Maintenance provides can be compared to that which a householder purchases when he contracts for the upkeep and repair of television sets, air conditioners, automobiles, etc., except that SM's "customers" are the airways users, civil and military; air traffic control towers, and (perforce) FAA living quarters at Alaska, Wake, Guam and Canton Islands.

While the Bureau of Labor Statistics has evolved certain principles which can be used to estimate labor productivity in selected industries, and a constantly increasing number of commercial firms are developing their own to use as tools for management control, budgeting, labor contract negotiations, etc., productivity measures have seldom (if ever) been applied to organizations—private or governmental—whose product is *service* as contrasted with tangible goods.

As there were no clearly defined precedents for measuring SM productivity, the task involved some difficult problems. However, since its skilled manpower is SM's principal resource, considered as "input" was all of the manpower used by SM. Everything outside of that immediate area, Administrator's office, Budget, P&T, etc., was considered part of the "external economy."

Then a common denominator was needed to place a value on the "output." So, as SM output consists of keeping in operation a very large number of different type of facilities and equipments (82 are covered in the study) there was established for this purpose the concept of the Standard Facility Year (SFY) the operation for a period of one year of a facility requiring one man-year of maintenance annually, the man working the regular 40-hour week.

If SM were selling its services, it would be necessary to establish units to which prices could be related. The charge for maintaining one airport surveillance radar (ASR), for example, would be based on the length of time required to perform the work; the worker's rate of pay, and the cost of the material used. To these costs would be added an appropriate amount of "overhead" or related expenses.

On the basis of the SFY the amount of service provided by SM during the years studied was determined as: FY 1958: 3920; FY 1959: 4969; FY 1960: 6176; FY 1961: 7090; FY 1962: 8100; and the volume of outputs over the period increased to 107 per cent; an outstanding performance in the light of organizational changes, an unprecedented growth and the technical revolution which took place during the years under study.

On the basis of Agency cost data the average unit cost of one SFY of maintenance varied. In 1962 it was $8496.29; in 1961, $8676.30; 1960, $7793.81; 1959, $8039.27; and 1958, $7437.69.

Had the Systems Maintenance organization sold its services during this period it would have had to establish fees consistent with such unit costs in order to remain a solvent enterprise.

The report itself is a comprehensive document that records the techniques, procedures, and detailed findings of the Productivity Measurement Project. In transmitting it to the Director of the Bureau of the Budget Administrator Halaby noted that the data developed by the pilot study have thrown light on managerial problems in Systems Maintenance activities in a manner not previously available, and added that similar treatment was being considered for other FAA elements.

FAA's findings will be included in a public report to be made by BuBud on productivity measurement in Government involving four other agencies—the Post Office Department, Veterans Administration, Department of Interior and the Treasury Department.

Veteran Flight Surgeon Brings 28 Years Experience to Medical Service

One of the world's leading authorities on aviation medicine, Dr. M. Samuel White, has been appointed to the position of Federal Air Surgeon. Dr. White, who holds the rank of Major General, USAF (MC), reported to the FAA October 1, from duty as Command Surgeon, Air Training Command Randolph AFB, San Antonio. He will remain on active military status. Prior to his assignment in San Antonio, he was Director of Medical Staffing and Education in the Office of the Surgeon General, USAF.

Dr. White has been a flight surgeon for nearly 28 years, having graduated from the USAF School of Aviation Medicine at Randolph in 1935. Five years later he headed the Department of Aviation Medicine there.

Among his distinguished achievements are the first electrocardiograph recordings and the first complete scientific study of heart action in high altitude flying; direction of the Air Transport Command's global air evacuation of U. S. sick and wounded personnel during World War II; organization of U.S. Air Force medical facilities in Europe; supplying medical support for the Berlin Airlift and providing aeromedical evacuation for military personnel. Dr. White was also instrumental in establishing the USAF Tactical Medical Center and developing and administering the Aviation Medicine Residency Training Program.

General White is a Fellow of the American College of Physicians, a Fellow and past president of the Aerospace Medical Association; member of the National Board of Medical Examiners, and the Executive Council and vice president of the Association of Military Surgeons. In addition, he holds membership on the Committee of Aerospace Medicine of the Council on Environmental Health of the American Medical Association, the American Heart Association, and the Editorial Advisory Board of the Journal of Aerospace Medicine.

The Federal Air Surgeon, Dr. M. Samuel White.

QUESTIONS AND ANSWERS OF INTEREST TO AVIATION MEDICAL EXAMINERS

Q. As an aviation medical examiner, what should I tell an applicant who asks about the necessity of oxygen in a light aircraft, especially for night flying?

A. Oxygen deficiency, or hypoxia as it is more properly called, is a relative term and a condition which affects all pilots to some degree. The effects are related to the age and physical condition of the pilot, the type of flying being performed, and the duration of the flight at various altitudes. The following guide is applicable to relatively young healthy pilots in good physical condition, flying typical light general aviation aircraft during daylight VFR conditions.

To 10,000 feet for four hours or less per day, no oxygen required.

To 12,000 feet for one hour or less per day, no oxygen required.

To 14,000 feet for five minutes or less per day, no oxygen required.

Above 14,000 feet, oxygen required *at all times.*

These figures should be regarded as inclusive of each other. That is, if one desires to fly at 12,000 feet to top a peak or ridge line, this hour should be subtracted from the four hours permitted at 10,000 feet. The very short time allowance at 14,000 feet should be used only to top a cloud, or mountain, and should be used only if absolutely necessary.

A number of factors affect the oxygen requirements resulting in a need for oxygen either at lower altitudes than stated above, or at less time spent at these altitudes, or both. Some of these are night flying, previous flying during the day at relatively high altitudes, IFR flying, fatigue, an older pilot, smoking, or mild anemia. It should be remembered that a person who has recently suffered a severe cut, has donated blood, or has been on a restricted meat diet, may have a mildly anemic condition. Also, otherwise normal young women are frequently found to be slightly anemic.

A hypoxic individual is totally unaware that he is becoming affected and in fact, just the opposite may be true. He may feel euphoric, that is like the "tight" individual, he feels that the world is fine, everything is going well, the airplane is performing beautifully, and his flying skill at the moment is superb. This is the real danger in hypoxia: unless one knows what can happen, he is lulled into a false sense of security which is painless, symptom free, and gives the pilot no warning of impending disaster. Along with the euphoria comes an inability to reason correctly.

The first effects of hypoxia are usually in the field of vision. It is possible to demonstrate experimentally that vision is decreased as low as 5,000 feet in a healthy pilot. He again is not aware that he is not seeing as well as he could be, and for this reason, although there is plenty of light during the daytime, it is suggested that oxygen be used from 5,000 feet on up after dark. Above about 16,000 feet, and at somewhat lower altitudes over a number of hours, the pilot may note double vision.

Although flying at 10,000 feet for up to four hours is probably safe enough as noted, a pilot may find at the end of the flight that he is unduly fatigued, has a headache, and generally does not feel up to par. These are the very early effects of hypoxia and can also be prevented by the use of oxygen. There is no reason why a pilot cannot use oxygen at lower altitudes if he so desires. One last comment should be made to all pilots, however. Light portable oxygen equipment is easily and inexpensively available. It is of no help to a pilot, however, if he has it and does not use it.

Q. What do we mean by spatial disorientation, and how does it affect the pilot?

A. Literally, a spatially disoriented individual is one who does not know which way is up! He has no idea of what his position is with respect to the ground, i.e., is he upside down, right side up, turning, over on his side, spinning, or what? It seems difficult for the average individual to understand that there are situations during which he cannot tell whether he is right side up or turning, and in fact, many pilots with no instrument training are equally confident that they can tell their attitudes at all times even when they fly into a cloud. The problem is best understood by an examination of the body sensory systems relating to position and orientation.

There are three basic means by which we determine our position in space. The first of these is through the use of vision. We look and see the horizon or other objects which experience has taught us will tell us which way is up (e.g., trees, walls, the floor, etc.). This is almost a foolproof system, for this is the only dependable system which an instrument pilot can use, although he looks at his various gyroscopic instruments instead of an actual horizon. When a pilot is unable to use this system, either through lack of training in the meaning of the instruments or an instrument malfunction, he is in real trouble if he suffers a loss of the actual horizon.

The second system which provides information for us is the proprioceptive system, or perhaps more literally the "seat-of-the-pants" system. While on the ground, we feel the weight of our bodies on our feet, or while sitting down, on our ischial tuberosities—to be medically correct. We are aware at times of the muscle effort required to remain standing, or sitting, or lying, as the case may be, and at the same time we can tell whether or not an arm is extended or flexed with our position sense which tells us the position of the various body joints at any given time. As long as we feel weight on our posteriors, "down" becomes directed from head to foot as is normally the case while on the ground. While "down" may be towards the floor of the airplane, it is possible to be completely upside down with respect to the ground if the aircraft is in a loop and the centrifugal force throwing the pilot towards the floor of the airplane is held so that it is just about equal to the force of gravity all the way around the loop.

The last system which we use for orientation is the vestibular apparatus, or inner ear. This is a complex system which gives us information about turning rather than purely gravitational information. If we begin to turn in any direction, up or down, left or right, side to side, this system yields information about the direction or turn. It provides the same sort of information when we stop turning, but it has certain limitations. If we make a very slowly-accelerating turn, less than two degrees per second of turn, this system is unable to sense the increasing (or decreasing) rate of turn entry and thus provides no information for us. Similarly, once the turn has been centered, if we stop increasing the rate and maintain a constant turn, the system ceases to tell us that we are turning at all. We feel that we are maintaining a straight course when, in fact, we may be making a rapid but constant turn. If we then actually fairly rapidly stop the turn, this inner ear tells us that we have entered a turn in the opposite direction. These constitute false sensations and can be misleading to a pilot. If they contradict the visual clues he has, he can, indeed, be a very confused individual.

It is obvious then, that both the latter systems are highly unreliable, and should be ignored when instrument flight conditions prevail.

ZERO PLUS FIFTY-FIVE

Island Manager T. D. Musson works "ham" rig while Wake controllers, using phone patch, coordinate traffic with Guam.

Guam Island, sitting smack in the middle of the Southwest Pacific's typhoon belt, is no stranger to violent winds, but the big blow called "Karen" that swept in from the east at 172 mph last November was something else again. Karen took everything with her—damage was later estimated at $200 million—all FAA high frequency communications were knocked out; the landlines were a shambles; there was no linkage between tower, GCA, or the transmitter/receiver sites and only a concrete slab remained to show a VOR had ever existed. Most of the homes were leveled and one of the few buildings left standing was the International Flight Service Station where FAA employees and their families took refuge.

FAAers on Wake Island, more fortunately situated than their colleagues on Guam, had watched Karen's progress for three and a half days, through storm warnings of "GUAM IN TYPHOON CONDITION III," "GUAM IN TYPHOON CONDITION II" and finally "GUAM IN TYPHOON CONDITION I," which is as bad as it can get. The warnings were familiar enough, they came through almost every year and while occasionally the IFFS at Guam went off the air for a little while, more often it didn't. Sunday night November 12, 1962, however, Guam went off the air and nothing further was heard from the island until noon the next day when the Chief of the Center got through to Wake on a "ham" rig. The message: "Take over until we can get back into business."

This meant servicing all the IFR traffic in an area covering approximately 1½ million square miles of airspace; insuring separation to flights traveling north and south between Tokyo to New Guinea; east and west between Honolulu and Manila. It meant setting up, in effect, a new Air Traffic Control Center. Wake's controller contingent went into a huddle and worked out a plan.

Maps and charts were brought out of files, famous World War II battle grounds, Iwo Jima, Yap, Truk, and Koro became fixed postings. Extra stripholders were hauled from the storeroom and an intense and rapid training program went into effect. Fortunately, Wake had just acquired a Guam area-rated controller who could brief the crew on minimum en route altitudes, holding patterns, approach procedures, and the little "tight spots" peculiar to every center's area.

On a spare map were drawn the new boundaries and the designated reporting points. All known aircraft were "run" across the board which stretched out across 3000 miles of sky, or roughly the distance from New York to San Francisco.

Coordination was established with the Centers at Manila, Tokyo, Okinawa, and Port Moresby. NOTAMS were broadcast to aircraft two thousand miles away. When everything was ready a call was put through to the Regional Office at Honolulu and the new Pacific Center was activated. Elapsed time from start to finish: 0 + 55 minutes.

SEÑOR DON PIETRO QUE AMIGO A LOS LATINOS

Don Pietro and friends.

Jorge A. Tellez, the Colombian Director General of Civil Aviation who was put in charge of nationalizing his country's airports, suggested seven years ago that the new airport in Bogotá be named for Pietra Vigna, an FAA airport engineer.

As it turned out, the 60-million peso airport was called "El Dorado," but the Colombians were no less enthusiastic in their vigorous praise of Pete Vigna, seventy years old, who has been one of the most colorful and eminent figures in international aviation.

Vigna is now Chief of the U. S. Civil Aviation Assistance Group, U. S. Operation Mission to Peru. For his energetic and impressive results in helping to replace several outmoded Latin American airports with sleek facilities for aircraft and travelers of the modern age, Vigna has been presented the Order of the Sun by Peru; the Order of the Condor of the Andes by Bolivia; and the Cross of Boyaca by Colombia, as well as the superior performance award by his own agency.

Born in Turin, Italy, Vigna became a U.S. citizen in 1938. He spent twelve years as an engineer in Alaska with the U.S. Smelting and Mining Company, and then joined the CAA as resident engineer in charge of construction on the Galena, Nome, and Juneau Airports; served in the old 2nd (Southern) Region—with some duty in San Juan during this time—and entered into the international work of the CAA in 1946.

He was part of the group that made a study of aviation conditions in Colombia in 1946; was airport engineer of the group in Peru, when twenty-seven plans were drawn up for improvement or construction of Peruvian airports; went back to Alaska for a year to plan the commercial airport at Fairbanks; joined the La Paz Group in Bolivia from 1949-1952; designed and supervised the construction of the "El Coco" airport in San Jose, Costa Rica, 1952-1953; was assigned to the Regional Aviation Assistance Group in Panama, 1953-1954; and served as Chief of the Group in Colombia from 1954-1958. During this period he served as a consultant on airport construction in Rome, Afghanistan, Liberia, and Surinam.

In Colombia he was pressed with a particularly difficult problem. Because of its elevation at 8500 feet above sea level, the Bogota airport's jet operations required special consideration. This was solved by building one of the longest runways built in international airports, 12,464 feet long.

The newly-developing countries of Latin America have been confronted with formidable hurdles to leap: adverse economic conditions, obsolete facilities and equipment, and limited technological know-how. In the field of civil aviation, and with the help of American technical assistance Latin American countries have taken enormous steps in modernizing their air systems and ground facilities to keep abreast of the Jet Age. With such dedicated and talented personnel as Pietro Vigna, FAA plays an immeasurable role in helping these emerging nations.

OK City Will Supply Pacific and Alaska Regions

In a move to cut down costs and improve supply handling for its Pacific and Alaskan Regions, the Agency plans to close its satellite depot in Seattle and curtail activities at the Honolulu Depot in favor of direct shipments from the FAA Installation and Materiel (I&M) Depot in Oklahoma City and commercial sources.

The action will result in an estimated annual saving of $300,000, plus an estimated one-time saving of $500,000 through use of recovered depot stocks.

Phase-out of the two depots, which store and ship air traffic control and air navigation equipment to Pacific and Alaskan facilities, began July 1. Final clean-up including disposal of materiel and reassignment and reduction of personnel is expected by January 1, 1964.

Where possible, administrative supplies for FAA facilities in the two regions will be furnished by the General Services Administration (GSA) from San Francisco and Seattle.

Supplies not stocked by the I&M Depot or GSA will be ordered for direct delivery from the manufacturer to the FAA facility making the request.

Lake Reporting Services Assure That All-Important Extra Margin

General aviation pilots heading out over the watery stretches of the Great Lakes were quick to grasp the advantage of FAA's Lake Reporting Service when it was first instituted back in 1950 and every year since have requested it in greater numbers. LRS is a special kind of Flight Following Service that keeps a ten-minute watch on aircraft from takeoff to touchdown. At a point midway across the lake the pilot is transferred from the flight service station that briefed him to the FSS that has been alerted to watch for him.

At low altitudes there are some areas of the Lakes where the signals fail to get through and unless the pilot chooses to climb to a level which will give him complete coverage, the briefer marks the blank spots on the chart and tells the pilot the approximate time communications might be lost and the time he can pick them up again. The Stations give a pilot from 5 to 15 minutes beyond checkpoint to call in and if he doesn't they assume he is in trouble and begin looking for him.

Together the FAA and the Coast Guard have worked out Lake Reporting Service for the search and rescue of ditched aircraft which have resulted in several "saves," notably a Seebee forced down out of fuel in Lake Michigan about 20 miles due east of Milwaukee a year or so ago. The procedures worked smoothly: the Seebee called in a Mayday. The Coast Guard was notified and all inbound aircraft asked to keep a lookout. It was first sighted by a United airliner which circled the area until relieved by a Northwest airliner which in turn was relieved by a local pilot in a small jet who stayed with the disabled amphibian until all aboard were rescued. The Coast Guard, when notified of the distress call, dispatched two cutters to the scene. Voice contact was maintained between FAA, the Seebee and the cutters through the jet that hovered overhead to mark the spot. The cutters took pilot and passenger into Milwaukee and later the Seebee was towed into a lakefront dock.

Less dramatically, but still in the "save" category, LRS is used by the Coast Guard and municipal authorities in the Great Lakes to find stranded boats, overturned boats, swimmers out beyond their depth and, unhappily, locating the bodies of drowning victims.

The ten-minute reporting service is also provided by FAA in the mountainous areas of New England and the far West and is standard operating procedure in Alaska.

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AVIATION MEDICAL SERVICE

CONSIDER YOUR EYES!

Dr. Richard Feinberg

Every year, there are numerous eye injuries caused by the breakage of spectacles which contain glass lenses. Recently, we saw one individual who was totally blinded in one eye by such an accident.

The average person who purchases spectacles does not know that lenses can be made differently than the conventional glass lenses to which he is accustomed. For hazardous work or for travel overseas, where the surrounding conditions may be strange or dangerous, lenses which resist breakage are strongly recommended.

There are three types of shatter-resistant lenses.

These are:

(1) Laminated glass;
(2) Heat-treated glass;
(3) Resin or plastic lenses.

Laminated glass lenses, historically, were the first of such eye protection. Such lenses are still on the market and are very serviceable. These lenses consist of two layers of glass separated by a gelatinous film to which, in breakage, the splinters of glass adhere.

Heat-treated glasses are more commonly used and are simply glass lenses which have been heated and quickly cooled. This provides a hard surface and a softer central core upon the annealing. Such lenses upon breakage crumble to a granulated powder which can be rolled between the fingers without injury.

Resin or plastic lenses are, as the names imply, not glass at all but are made of synthetic composition. Such lenses have the virtues of resistance to breakage and are of a lightness and resistance to heat sparks not to be found in the heat-treated glass. Resin or plastic lenses are excellent optically. Some additional care must be observed in their handling and cleaning for they are slightly more scratch-prone. Nevertheless, they are durable.

Price-wise any of these lenses are not much more expensive than conventional eye wear. These lenses can be made for all types of stylish frames and in all prescription combinations. Optimally, it would be best to ask for breakage-resistant frames also.

It is highly recommended that every traveler, person who works at a hazardous occupation, or individual who engages in active recreation should possess such glasses for his or her eye protection.

Remember the slogan: "Eyes are rationed. You get only two to last a lifetime."

3000 WPM COMPUTER IN OFFING

Within three years, FAA's massive volume of telecommunications will be handled through a highly sophisticated digital message switching and processing system now under development. These computer-processors strategically located throughout the country, will be linked by trunk circuits capable of carrying 3000 words per minute, as compared to the 800-900 wpm maximum of today.

Every 24 hours millions of words are received and transmitted over FAA's domestic and international networks—weather reports, notices to airmen (NOTAMS), aircraft control and movement messages, pilot reports (PIREPS), administrative messages and flight plans, etc.—much of it is written in code on punched tape that converts to words in the printer. The new computer-processors will handle this type of message format conversion at lightning speeds.

The switching system will accommodate all civil and military alpha-numeric weather requirements, in addition to the Agency's administrative and operational messages in routine fashion. It will have the capacity for temporary or permanent storage of huge amounts of information; will permit readout of data independent of the order in which it was collected, and will provide the FAA with badly needed statistical information and the operation of the telecommunications system.

NOTES FROM THE DIRECTOR, SOUTHERN REGION

At this time of year, throughout the Region, communities are conducting United Appeal charity drives.

I would like to take a moment, if I may, to discuss with you some ideas on the importance of being good citizens in our communities.

We currently have approximately 5300 FAA employees doing important air safety work in communities throughout the seven Southeastern States, the Caribbean, as well as Central and South America. We like to feel that FAA people are good citizens of the communities in which they live.

Constantly, we are hearing of how our dedicated employees are taking an active interest in their local civic activities such as being Boy Scout leaders, church officers, and making themselves a valued and integral part of their cities.

A city in America, today, is made up of much more than merely steel and concrete . . . its "heartbeat" lies in its people.

A city falters or grows as its citizens act or fail to act . . . participate or fail to participate. A city's dream can reach only the heights of the ambitions, dreams, and good will of the family groups making their homes there.

Director Basnight (2nd from right), a leader in the Atlanta 1963-64 United Appeal Campaign, joins other leaders of the Campaign in visiting a "Boys Club," principally supported by gifts contributed through the United Appeal. Basnight commented on work being done to help assure these youngsters a bright future.

In every community, there are a number of unfortunate people who do not enjoy the good health, the mental balance, and the productive jobs that we in the FAA have in such abundance. This fortunate group of people need our help.

I urge each of you to actively participate in your local United Appeal Drives; and, in so doing, demonstrate to your communities that FAA people are good citizens with big hearts. I am quite certain that you will reap great rewards in the self-satisfaction you will get by knowing that the few dollars that you give will help some child to walk again . . . some sightless person to become self-supporting . . . some boy from a broken home to grow straight and tall. . . .

Extend your hand to those in your community that need a helping hand. And in this hand, make your thoughts and feelings tangible with generous dollars.

QUICK ACTION BY FAA, NAVY, CIVILIAN PERSONNEL, SAVES BABY'S LIFE

A Sunday picnic is a peaceful, relaxing diversion for most young families; however, one FAA family, specifically, the Charles Brownings of Jacksonville, can vouch that all such picnics do not follow this pattern.

A recent picnic at Little Swan Lake near Keystone Heights, serene and uneventful in the beginning, suddenly turned into a nightmare for a time for them. Why? Betsy, their 17-month old toddler, was attracted to the brightly colored can of charcoal lighter fluid . . . opened it . . . and then sampled it!

From then on, this summer outing turned into a race to the hospital, climaxed by an emergency helicopter flight which delivered Betsy to the very doorstep of the Baptist Memorial Hospital, in Jacksonville.

The sequence of events went something like this. . . . After Betsy had drunk the lethal fluid, her father, Charles Browning (a controller at Jacksonville Center), and her uncle, Austin Browning, quickly placed her in their car and started for a nearby town, Stark, to see a doctor.

Then . . . more trouble. The auto's fan belt broke. "What a long walk this is going to be," thought Controller Browning. Soon, though, a passing motorist stopped and offered his aid and drove them on into Stark. There, the doctor quickly realized that Betsy needed hospital attention at once. Charles knew that driving on to Jacksonville, with possibly more car trouble, was too risky.

He then called the Jacksonville Center and asked if they could arrange for a helicopter. Controller Dave Thomas promptly called the nearby Naval Air Station and arranged to have little Betsy airlifted to the hospital.

Keystone Heights, only 15 miles away, was selected as the logical rendevous point. Browning and his brother drove there with Betsy and intercepted the 'copter. From Keystone Heights, Betsy was whisked to the hospital in Jacksonville in only 25 minutes.

In the meantime, the hospital was notified and standing by to give emergency treatment. Browning later reported that Betsy was the least perturbed of all . . . in fact, she really enjoyed the helicopter ride and is now fully recovered.

Jacksonville Center Controller Charles Browning carries his daughter into hospital, following emergency helicopter airlift. (Times-Union Photo by Lou Egner)

OLE!

. . . *Southern Region Assumes Latin American Responsibilities*

In rich, flamboyant, exciting Latin America, the United States' operating interests in civil aviation became the Southern Region's responsibility in September.

Now, four Southern Region International Field Offices . . . in Miami . . . in Lima, Peru . . . Rio de Janeiro, Brazil . . . in Buenos Aires, Argentina . . . each with its own assigned geographic area of responsibility, conduct surveillance of the American flag carrier airlines as well as U. S. private and business aircraft operating throughout the Caribbean, Central, and South America.

From these four cities, thirty-five new employees join the Southern Region, and the offices in which they work have functions, duties, and responsibilities very similar to the duties of the Flight Standards District Offices located in the United States.

1. They administer tests for Latin pilots, mechanics, dispatchers, navigators, and ground instructors who desire U. S. certificates.

2. The International Field Offices have an extensive air carrier program in which they conduct inspections and surveillance of operations of U. S. flag international air carriers flying in foreign countries and over international waters. These inspections cover such diverse items as pilot performance, aircraft maintenance, instrument flight procedures, air navigation aids, airports, air traffic control, communications facilities. All this is done to insure that acceptable safety standards are maintained wherever U. S. aircraft operate.

3. The thousands of American private and business aircraft are not overlooked throughout Latin America, either, as the IFO's check their operations and aircraft maintenance.

4. Personnel in the IFO's continually survey the high standards of U. S. licensed aircraft repair stations and airmen's schools throughout this area.

5. And, of course, they participate in the investigation of accidents, incidents, and violations involving U. S. registered airplanes.

The highly trained technicians in the International Field Offices face unique problems in their day-to-day work and have activities that are somewhat different from domestic offices.

In accomplishing our work in Latin America, we are the "foreigners" and must use a great deal of tact and good judgment in order to be effective.

In the United States, the FAA provides the airways navigational aids and the air traffic control services. However, outside the U. S., these aids, facilities, and services, which are furnished by other countries, vary considerably in nature and require our very close surveillance wherever our airlines operate.

Also, the Miami IFO performs surveillance over the operations of twenty-one foreign airlines which the Civil Aeronautics Board and the FAA have certificated for flight into the United States.

All of us in the Southern Region extend a hearty welcome to our new associates in our Latin American International Field Offices.

What's Going On Here? A Lady's Saying "Thank You" That's What

Twenty-year-old student pilot, Mary Jo Carroll of Orlando got around to planting a grateful "buss' on Air Traffic Controller Norman Carmack, the night of July 22nd. Miss Carroll, flying solo after dusk, became lost, contacted the Orlando control tower, "then seemed to black out . . . It was Mr. Carmack's gentle, soothing voice, urging me to think properly that saved my life," she said. Miss Carroll fainted on making contact with the runway and doesn't even remember the events after calling the tower. Immediately upon release from the hospital she returned to the tower to thank Carmack and Supervisor E. F. Scott, who aided with radar. (Associated Press Wirephoto)

NEW CESSNA FOR FLYING CLUB

"Come fly with us," say Atlanta FAA Flying Club members (left to right) Jim Goss, Philip Beale, Tom Gardner, and Floyd Shaw to prospective member, Gloria Ragan. Until recently, the newly organized flying club could not get off the ground, the obstacle of course being the lack of an airplane. The recent purchase of their 1961 2-place Cessna 150 has solved this problem though. Since 75 per cent of their members are presently student-pilots, the club decided on the trainer model. As the membership grows, so will grow the fleet. The club's next purchase will be a four-place aircraft.

SKULL SESSION OVER "STARLIFTER"

During the summer, a C-141A Interim Type Certification Meeting was held, and more than 150 technical problems were considered. Shown discussing one of the technical problems involved in type certificating the new turbojet cargo plane, Lockheed's "StarLifter", are (left to right) FAA Project Group Supvr. R. C. McKissick; FAA Engr. & Mfg. Branch Asst. Chief Bob Stanton; AF Asst. Director Jack Leet, Wright-Patterson AFB; AF C141A Program Director, Col. M. B. Hammond, Wright-Patterson AFB; FAA Engr. & Mfg. Branch Chief W. R. Haldeman; and Lockheed Project Engineer R. D. Gilson.

PUTTING HER ON HER FEET

Only a few days after United Appeal Campaign opened, one SO Division reached the 100 per cent mark. As the white strips indicating the amount of participation moved to the right, the crutches and braces were covered and gradually the little girl was shown restored to normal health. Gloria Bush of the Regional Office explains to Deputy Director Paul Boatman how artist Edward Banke planned the overlays so that when the goal was reached the child could be seen but the encumbrances could not. There was a slogan at the bottom which read: "Let's Get Rid of Those Crutches."

GENERAL AVIATION

A Giant As Forecast

John Kostura (r), Southern Region General Aviation Operations Specialist, explains preflighting to student pilot.

Written examinations, as well as actual flying tests, are given pilots by General Aviation Specialists before issuing licenses or new ratings.

At airports in the Southern Region where there are no FAA facilities, Flight Standards maintain bulletin boards with helpful safety information for pilots.

Every day, throughout the United States, thousands of pilots step into their private and business aircraft . . . warm the engines . . . race down the runway . . . and take off into the air.

On business or pleasure, where will each individual pilot fly?

Who knows? Since he is a pilot of a plane in the vast air armada of more than 85,000 general aviation aircraft, his flight mission may be exciting . . . dramatic . . . or as casual and routine as driving to the grocery store.

As "Mr. General Aviation" . . . he looks to the skies as his way of life.

General aviation. It represents the small airport operator who works patiently and diligently with student pilots seeking a future career in aviation . . . it is the operator furnishing air-taxi service . . . the agricultural pilot who treats our crops . . . and fights the devastating forest fire.

It's . . . well . . . really so vast and diverse and complex a field of flight . . . it staggers the imagination and almost defies definitive description.

Where do we in the Federal Aviation Agency fit into this jigsaw puzzle of general aviation?

Actually, the whole vast structure of the FAA . . . the Federal Airways System . . . our air traffic control . . . our airports program . . . every FAA program . . . every day . . . assists the "giant" of general aviation to grow and prosper safely.

For this fourth in a series of articles about Southern Region Flight Standards, "HORIZONS" would like to explore the workings of the General Aviation Branch.

In this Branch, there is a corps of expert aircraft maintenance and operations specialists who work diligently to help assure that pilots are proficient and the aircraft they fly are safe . . . "airworthy" is the term they use.

They pursue a never-ending program of pilot education and certification. During Fiscal Year 1962, FAA certificated more than 57,000 student pilots and almost 20,000 private pilots.

The importance of this is continually stressed because research has proven that the most frequent contributing factor in aircraft accidents is human error.

The General Aviation Branch is also responsible for examining and certificating aircraft mechanics who must service, repair, and return to useful, safe service the thousands of private aircraft that fly today.

There are hundreds of different aircraft models and engines included in this vast private air fleet. The airplanes may vary from small two-place trainers, weighing only a few hundred pounds, to 40-passenger jet-powered executive aircraft, weighing several thousand pounds, capable of speeds comparable to our super commercial airliners.

All of FAA's General Aviation Maintenance Inspectors, selected for this important work, are products of years of highly specialized training and practical experience. These men advise, counsel, and monitor widely varied activities.

The Maintenance Specialist must be capable, at any given time, of conducting a practical examination of a parachute rigger or an airplane mechanic . . . of monitoring the operations of an approved aircraft repair station . . . inspecting a trainer plane, a helicopter, glider, or a jet transport for airworthiness after modification or repair. He must inspect and approve these and a "hundred" other specific items, to assure the safety of this giant air fleet.

FAA General Aviation Specialists are responsible, not only for how capably and safely this fleet is maintained, but also how safely and capably this fleet is operated.

The Operations Specialist may, at any time, be called on to supervise a spraying operation over a congested residential area . . . approve a roof-top landing base for a helicopter . . . conduct a rating examination for a flight instructor . . . or give a pilot an instrument-rating examination.

Formally, under the Federal Aviation Act, the objective of the FAA's work with general aviation was defined, in part:

> *"To encourage and foster the safe and orderly development of civil aviation through an organized program of safety education for general aviation and to provide that general aviation operations are conducted safely and in conformance with applicable rules . . ."*

Their Scope of Assignment, as outlined in the Act, in part, is:

> *"Inspection and surveillance of flight operations of general aviation aircraft, utilized by commercial operators, private, executive, business, fixed-base, agricultural and industrial . . .*
>
> *"Conduct a program of safety education and dissemination of safety information to raise the level of aeronautical knowledge and skill and to encourage the voluntary compliance with safe operating practices and procedures . . .*
>
> *"Conduct a program of safety education and dissemination of safety information to achieve voluntary compliance with maintenance practices and procedures designed to improve the level of safety."*

If we will take the time to review the Southern Region's general aviation record for the past year, we will all readily agree that these people are faithfully and persistently pursuing the objectives set forth for them.

The Southern Region's General Aviation Branch undertook a safety program this year, with the timely slogan, "BE ACCIDENT FREE IN '63." This worthy endeavor has really paid untold dividends, impossible to assess in dollars because of the element of human life possibly saved. Up to mid-year, there was a gratifying reduction of nearly 20 per cent in total general aviation accidents over the previous year's record!

Someone has said that in General Aviation today we are witnessing the greatest transportation revolution since the Model T Ford, and the statement may be correct. It is truly a giant as forecast, which promises fabulous growth in the next decade, and our Southern Region Flight Standards Specialists, in private and business flying, will continually help assure that the growth is safe.

Pioneer Airways Communicator Retires

John C. Nolan at his desk in the IFSS Canal Zone

It is difficult, if not impossible, to connect the word "retirement" with John C. Nolan, who on August 10, 1963 completed 38 years and 7 months of government service; 33 of them with the Federal Aviation Agency or its predecessors. His final slot was Chief of the International Flight Service Station, Panama Canal Zone where he went on duty in May of 1957. Additionally he handled the diplomatic assignment of Area Coordinator, representing FAA in all contacts with the Panamanian government.

Nolan's life has been an adventurous one. At the age of 17 he enlisted in the Navy and became an aerial radio operator on seaplanes. He was attached to a Torpedo and Bombing Squadron, served overseas with the Asiatic Fleet, and when he left the Navy in 1929 his honorable discharge was signed by none other than the then Captain, and later Admiral, William F. Halsey.

As history records, the regulating agency from which the FAA ultimately sprung, was the U. S. Bureau of Lighthouses. Nolan was employed by this Bureau in 1930, making the transition through the Department of Commerce and the CAA to the Federal Aviation Agency.

In 1934 Nolan served at the Department of Commerce Airways Radio Station at Jacksonville, Florida; later he was assigned to the CAA Airways Communications Station at Melbourne, Florida, as Chief.

Nolan is a man of many interests. While in Panama he served as Secretary of the Albrook AFB Aero Club and was at the controls of their T-34 as often as he could get to the airport. Other favorite activities include hunting, photography, and, teaming with his wife as partner, plays a mean game of bridge. Gardening is more than a hobby with the Nolans. Both have green thumbs and their home in Cardenas Village in the Canal Zone was a showpiece of luxurious tropical foliage.

Nolan's outstanding career has brought him well-deserved honors. He has received letters of commendation from many national and state officials; he has won Outstanding Performance Ratings and Sustained Superior Performance Awards.

Nolan's retirement party—a cocktail/buffett was a gala affair, attended by practically everybody in the Zone who knew him, including military aviation officials and his colleagues in the Federal Aviation Agency. The Regional Office's "Buddy" Thomas presented the guest of honor with a handsome retirement scroll signed by Mr. Halaby, along with an appropriate Career Service Emblem.

The Nolans, Jack and Marjorie, have joined their son Michael who is with United Press International in Denver. If they like the mile-high city they may very well make their permanent home there. Another child, daughter "Pat," lives in Germany where her husband is employed.

When John Nolan started flying it was in a Navy seaplane like this one. Other photos show him as he was in 1934 (standing) and as he looks when he flies today.

FIRE!

This was the distressing sight after a costly fire last year which damaged the Airport District Office and General Aviation District Office at Jackson, Miss.

October is Fire Prevention Month. Last year, Southern Region had only one major fire which was caused by an unauthorized modification of equipment. To some, this may appear to be a good record—we think NO fires per year is a good record.

The following checklist is submitted for you to chose, both at your place of work and in your own home.

Every "NO" Answer Is a Signal for ACTION. Some 7500 people lost their lives in fires last year. Of these, 6300 were in the home. Let's not be a STATISTIC.

FIRE CHECKLIST

	YES	NO
• Do you dispose of trash and rubbish regularly?	☐	☐
• Have you accumulations of old furniture, magazines, paper, rags?	☐	☐
• Do you keep tools, machinery, motors, and appliances serviced and clean?	☐	☐
• Do you have your heating system cleaned at least once a year?	☐	☐
• Are your oily mops hung up and oily rags kept in closed metal containers?	☐	☐
• Have you replaced all worn or frayed electric cords?	☐	☐
• Do you have enough electrical circuits to take care of appliances and equipment without overloading the wiring?	☐	☐
• Do you keep the grounds around your building and home free of dead grass, weeds, trash, and dried brush?	☐	☐
• Are your matches in a safe place, out of reach of children—and do you have plenty of ash trays?	☐	☐
• Has the fire department been around to inspect your facility or home to help you spot fire hazards?	☐	☐

Pictures Of the Month

These humorous pictures were selected as the pictures of the month and were sent to FAA HORIZONS by the San Juan Tower's ATCS Jimmy Gingrich. Jimmy says the scene could be at any FAA tower anywhere.

The photographs were made with a Hasselbald 500C, using Kodak Pan film, and a shutter speed of F-11 at 1/100 sec.

"So this is the busy day watch—where are they?"

"Now was that a nice thing for that pilot to say to me?"

"What do you mean, 'the circuit is out'?"

"What's the relay for Myrtle Beach?"

"Sure . . . you need two-way radio!"

Remember—you are now a professional!

DIRECTOR SPELLS OUT ACTIVITIES IN SUB-REGIONAL FIELD TESTING

During the past two years major reorganizations in the Washington office and substantial changes in Regional headquarters have been completed, and the Agency is now focusing its attention on basic field organizations and further decentralization in this area. Decentralization below the regional level is now under study to place the operational decision-making as close as possible to the operating man in the field.

Using a more scientific management approach to organizational decision, the Agency has planned several field tests in Project Focus to determine a sub-regional structure. The Southwest Region is participating with the test, "Comprehensive FAA District Office," which is being conducted in Albuquerque.

A radical departure from the line authority concept of the operating divisions, the plan under study in the Region proposes to establish a single chief who reports to the Regional Director and is responsible for all FAA activities within a given geographical area. Limits of the Southwest Region test closely follow the boundaries of the Albuquerque Air Route Traffic Control Center. This area takes in practically all the state of New Mexico and parts of West Texas.

Basically, the plan puts into operation at Albuquerque an organization headed by a District Manager who is capable of administering and making decisions in all major phases of operations within the prescribed geographical limits. Under the District Manager an administrative staff is responsible for Personnel, Budget, and Administrative Services. Functions of the operating divisions will be performed on the district level.

Flight Standards Division has established an office assuming responsibility for directing the activities of the General Aviation District Offices at Albuquerque and El Paso, plus a portion of the Lubbock GADO area. Other functions include flight inspection, procedures, and the rental aircraft program.

Also, the Systems Maintenance organization, which had been decentralized prior to the district test, consists of the former Albuquerque SMDO and approximately half of the El Paso SMDO. Three area supervisors are assigned to cover the test area. Installation and Materiel Division has detailed 39 positions to the test area in decentralizing its operations to the field. The Air Traffic Office is supervising the functions of five control towers, 13 flight service stations, and the Albuquerque Center. Airports Division is represented in the test area with jurisdiction over the state of New Mexico (formerly under the Oklahoma City District Office) and the extreme western portion of the Fort Worth District Office area.

As stated previously, a major change is in the line authority relationships. In the new district office pattern, the line of authority extends from the Administrator to the Regional Director to the District Manager. This removes the division chiefs at Regional headquarters from service in a line capacity. Chiefs in these various divisions, when operating in the district manager concept, perform only staff services to the Regional Director and have no line authority to the district. All Regional operational and management policies and standards are issued by the Regional Director.

Objectives of the Southwest Region test are four-fold: to determine the feasibility and economy of decentralizing comprehensive FAA program responsibility to a district organization, to determine and to evaluate the cost of centralizing supporting services versus the cost of decentralizing supporting services, to evaluate the benefits to be derived by the public and the FAA compared to the cost involved, and to identify adaptable patterns of decentralized administration which may be applied to the existing regional organizational structure whether or not the district concept is adopted by the Agency.

Several other concepts are being considered under Project Focus, including "Control Central" which has been tested and made operational in the Southwest Region. This concept includes the scheduling of Flight Inspection aircraft and workload, monitoring of the navigational facilities inspection program, plus being a reporting center 24 hours a day. However, the principal tests in Project Focus include the following:

A "Center Area Manager" concept, which names a single manager over Air Traffic and Systems Maintenance activities in the flight advisory area of an ARTCC, is being tested in the Southern Region. Included under the jurisdiction of the manager are all towers, flight service stations, RAPCONs, RATCCs, resident specialists, maintenance sectors, supply specialists, and the Center.

Eastern Region is conducting the "Coterminus Centers and Systems Maintenance Districts" test which proposes to place all Air Traffic functions in a center area under one manager who reports to the Air Traffic Division Chief at Regional headquarters. Similarly, all Systems Maintenance functions in the same area are under another manager who reports to the Systems Maintenance Division Chief. Also being tested is the "Flight Standards Field Offices" which groups the ACDO, GADO, and EMDO into a single Flight Standards District Office with the chief reporting to the Flight Standards Division Chief.

Another plan, the "Major Hub Area Office," which groups all FAA activities in a major airport hub under the line supervision of a single manager who reports directly to the Regional Director is under study in the Chicago area by the Central Region. Still another test is the objective determination of the advantages and disadvantages of Installation and Materiel field offices reporting to the Installation and Materiel Chief which is being tried in the Western Region.

Target date for the conclusion of all tests is March 31 or early April 1964. Each test, a scientific management application, should reflect its effectiveness in providing the Agency a means of carrying out its mission with maximum efficiency and economy in the application of decentralization principles. Careful evaluation of each will be made before the adoption of any is made.

Archie W. Teague

Southwest Region Director.

GLIDER PILOTS LAND AT TUCUMCARI AS CRAFT FALL SHORT OF TARGET

Glider pilot George Arents, Jr. (l), thanks FSS Chief Richard W. Taylor for his assistance as he prepares to leave Tucumcari. Getting ready to leave, Crewman Bob Saul (l), Pilot Lanier Frantz, Pilot Red Wright and Crewman Bill Duncan stand in front of one of the gliders that came in out of the weather and waited it out.

It could have started out as a "Blue Monday" for the Tucumcari Flight Service Station personnel, but it changed abruptly during the afternoon.

Four gliders soared toward the town from the south. They had been airborne at Marfa, Texas, 350 miles away during the mid-morning, with La Junta, Colorado, as their destination. The four were falling short of their goal.

Chief Richard W. Taylor and his FSS men gave the pilots airport advisories, and three of the pilots landed their planes at the Tucumcari Municipal Airport. The pilot of the fourth plane set his down nine miles south of town.

The four pilots were of various professions: Lanier Frantz, a Salem, Virginia, manufacturer; Red Wright, an Odessa, Texas, oil field equipment manufacturer; George Arents Jr., of Coconut Grove, Florida, co-partner in a firm importing Ferraris into the United States and winner of the Grand Prix sports car race in Prescola, Italy, in 1961; and Gerhardt Goetz, a physicist for the Westinghouse Company in Pittsburgh, Pennsylvania.

Goetz, the last pilot to take off from Marfa, landed on the nearby ranch in the darkness. A fifth pilot, Ben Green of Elizabethtown, N.C., landed on his target, Boise City, Oklahoma, and may have set a new record for predetermined flight. The distance from Marfa is 452 miles.

One man crews for each of the planes helped the pilots disassemble the gliders the next day and returned them to Marfa for the next flight. The men are members of the Soaring Society of America.

THIRTY-FIVE YEAR AWARD PUSHES MEXICO RETIREMENT A BIT CLOSER

Retirement to a ranch in Chihuahua is nearly a reality for one of the old "old timers" of aviation communications and maintenance.

He is Vivian J. (VJ) Gilbert, supervisory electronics maintenance technician assigned to Systems Maintenance Sector 101 at the Albuquerque Center. In recent ceremonies held at Albuquerque under FAA's Employee Recognition and Awards Program, VJ was presented an emblem for 35 years of Federal service by Frank Munroe, Chief of Personnel and Training Division.

VJ has participated in the evolution of aviation from the day when a pilot navigated by following railroad tracks and bonfires lighted by farmers along his route, to today's sophisticated and complex communications, navigation, and ATC facilities.

A native of Raton, New Mexico, VJ was a radioman in the U.S. Navy for six years, serving mostly with the Pacific Battle Fleet. In 1931 when the government started to build up the Federal Airways, he was granted a special order discharge to work for the Bureau of Air Commerce, forerunner of the CAA/FAA.

He started as a junior radio operator at St. Louis station and later held operating jobs at Albuquerque, Winslow, Tucumcari and Fort Worth. When Las Vegas, New Mexico, station was opened he became the operator-in-charge. With the establishment of the maintenance service in 1941, VJ became a technician, stationed mostly in Albuquerque.

Vivian J. Gilbert.

MANAGEMENT SPECIALISTS ASSIGNED TO SOUTHWEST

Donald E. Higgins, Jr.

Melvin M. Asher.

Personnel management moved closer to the field and a face-to-face basis with employees in the Southwest Region this summer with the assignment of Field Personnel Management Specialists to New Orleans and San Antonio. Donald E. Higgins Jr., assigned to New Orleans, will cover the entire states of Louisiana and Arkansas and the facilities located in Longview, Tyler and Sulphur Springs, Texas. Melvin M. Asher will serve the southwest portion of Texas from his San Antonio office.

Assignment of the pair is an expansion of the field personnel management program initiated earlier in the year with the appointment of Dan Holliday to Albuquerque. His assigned territory includes all of New Mexico and the West Texas facilities of Wink, Salt Flat and El Paso.

Purpose of the three positions is to provide personnel assistance, advice and guidance to supervisors in the fulfillment of their personnel management responsibilities, plus training and counseling to employees so as to enhance their contributions to the work of the FAA.

Field Personnel Management Specialists, in their work, consult with field managers on problems, policies, procedures and similar items and offer advice on their solution. However, the specialists do not make the decisions for the managers or other supervisory personnel as this is a prerogative of line management. Neither do they insert themselves between the supervisor and employee on questions of discipline, operating problems, job performance counseling and the like.

Additionally, the personnel specialists review jobs from the classification standpoint, follow up on new employee placements, conduct needed formalized training in the "how to" of personnel management, interpret personnel policies and procedures, assist field managers in the solution of grievances and furnish technical in-put in disciplinary cases. Employees may be counseled on health benefits, retirement and other problems of an individual or personal nature.

FAA's top management, in establishing the positions, has recognized a greater amount of personal contact is needed between the Personnel and Training Division and the field managers to help solve the growing number of problems in personnel management. Personnel management is now a dynamic process, with constant turnovers, vacancies, individual classification actions, types of management-employee relation problems for which there are no precedents and changes in laws, and regulations on which supervisors must be properly advised and assisted where needed.

During the six-month test at Albuquerque, Holliday proved the importance of this field representation by personnel management. Addition of two trained men for other areas is designed to increase overall efficiency in field facilities.

Both Asher and Higgins reported to their FAA duties from the Air Force. Asher spent more than 10 years, both in uniform and as a civilian, in personnel work at Kelly Field, San Antonio, and has a degree in psychology from the University of Texas. He has also done graduate work in personnel management at Trinity University. Higgins, also with 10 years of experience in personnel work, reported from Sheppard Air Force Base in Wichita Falls. He has a degree in education from Baylor University and taught one year. Holliday, a University of New Mexico graduate with a business administration major, transferred to the Southwest Region from Goddard NASA Space Flight Center in Maryland.

Dan Holliday.

Pilot in Thunderstorm Brought Down Safely by Deming FSS Men

When a pilot runs out of daylight into a "dilly of a thunderstorm" he looks for help. Daniel F. Kenney of Phoenix found his help in the form of advice from Claude L. Walls, Deming FSS.

Kenney had refueled in El Paso and was flying to Phoenix with passengers in his plane when he hit the storms near Cochise. Advised of bad weather, he said he wasn't ashamed to yell "Uncle."

Walls heard the yell and with calm conversation he reassured the pilot as he picked his way toward Deming to land. To assure the pilot he was on the right bearing as he neared the airport, Walls switched off the beacon light momentarily to verify the field. He had advised the pilot the runway lights were inoperative, but a landing was believed possible in the fading daylight.

The runway layout was described by Walls to Kenney, but each time the pilot brought the plane into the approach and switched on his landing lights he was off course. Climbing to a safe altitude, the pilot conversed with Walls.

Walls had two cars parked on the approach end of the runway with their lights pointing down the strip. Kenney recalled the success of this maneuver with the statement: "I brought the old bird in for one of my better landings, a greaser if I must say so myself."

He also had more to say. In a letter to the Deming newspaper he thanked the "efficient personnel" of the "Friendly Aviation Agency" and lauded the people of Deming for their assistance. "With this kind of civic-mindedness and just plain good samaritan-ship, guys like me will go on flying and living," he said.

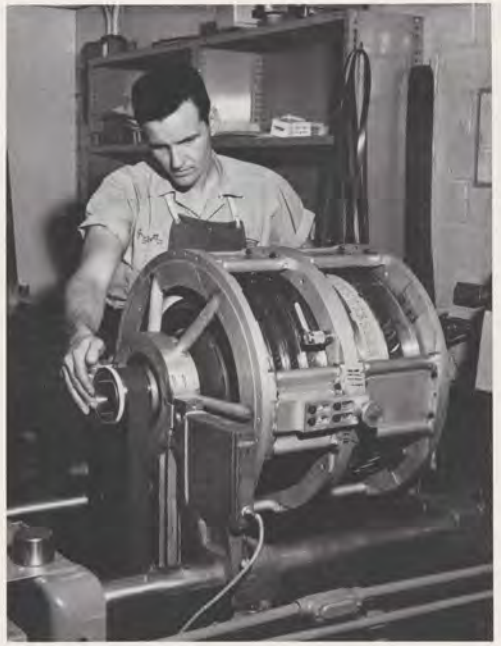
Secretary Retires After Record Number of Outstanding Ratings

When Mrs. Irene C. Smith retired with 20 years of service with the FAA and its predecessor agency this summer, she took with her a record that many envied. Since 1954 she had been recognized each year with an outstanding performance rating.

Upon her retirement she was given a party at the Airport Inn in Houston and was the recipient of a Sustained Superior Performance Certificate and cash bonus.

Mrs. Smith had worked for four different supervisors during the time she received her consecutive performance ratings. At the time of her retirement she was secretary at the El Paso GADO.

Operator of the new, half-million-dollar jet engine test cell (below) at Dallas Airmotive Inc., crouches over his instruments as newly-overhauled powerplant is run through its paces. Jet engine turbine (right) is checked for dynamic balance after its inspection.



Mechanics using torque wrenches (left), reassemble jet engine turbine section after periodic maintenance inspection. "Brains of the jet" (below), being checked in this fuel control test. This specialized equipment is typical of the extensive facilities available at Dallas.

Technician balancing rotor of a directional gyroscopic instrument at the Aero Instrument Service and Sales Co. Skilled hands needed for this job.

Executive Aircraft Corporation mechanics (above), hang an engine following overhaul. Executive Aircraft specializes in corporation planes. Detailed dimensional inspection (below) is made of all jet parts. There is no compromise with safety here.

Highly trained technicians like this man (below), plus elaborate laboratory devices insure dependable performance of airborne electronic devices.

A static balance check is made on a propeller at the Southwest Airmotive prop shop. Propellers are stripped to their basic parts for inspection.

REPAIR STATIONS KEEP 'EM FLYING

Did you ever wonder what it takes to keep aircraft flying and safe?

Maintenance inspectors at the Dallas General Aviation District Office have a man-sized job of surveillance to accomplish this in this great center of aircraft repair activities where there are 34 repair stations employing approximately 2,500 workers. Stations range in size from two to 700 employees.

Of these 34 stations, four large firms are engaged in engine overhaul: Dallas Airmotive, Southwest Airmotive, Dallas Aero Service, and National Aircraft Sales. These four overhaul an average of 5,000 engines each year in an endless parade of jets, prop-jets, and reciprocals from military, government agencies, corporations, foreign and domestic airlines, and others. There are five airframe stations and seven radio repair facilities in the area, with the remaining stations providing accessory and specialized services.

Dallas, a center of transient traffic and aviation export activity, repairs numbers of foreign aircraft each year also. Repair work is performed on aircraft from all parts of the Free World, but especially from Central and South America and Japan.

When added together, it puts Dallas among the leading aircraft maintenance centers in the world.

The four GADO maintenance inspectors are on the job to assure that certification requirements are met, and to assist maintenance facilities as needed. Their work covers three phases: participation in the initial conferences for certification requirements, evaluation and inspection of facilities to assure requirements for certification are met, and inspections and surveillance checks to assure continued compliance with these regulations. With the increase in facilities and complexity of aircraft, more and more time is being required of the inspectors in this area.

Inspectors, themselves, must keep up with the latest changes in aircraft to be alert and capable of doing their work. As specialization daily becomes more important, the work of the inspectors must keep pace. In the years ahead specialized repair stations are expected to become more numerous and grow in importance.

These photos give a brief glimpse of the repair stations' activities as a maintenance inspector made a tour of the Dallas area multi-million dollar repair station industry.

NEW JUNIOR ADMINISTRATORS START TRAINING PROGRAM IN CAREER SWAP

Four former air traffic control specialists are now in management training at Southwest regional headquarters. They started their training in July under the new junior administrative management intern program initiated by the FAA.

The four were chosen from among 18 applicants for the program which is designed to develop the potential in employees who wish to enter the management field. Each division to which interns are assigned will set up a one-year on-the-job training program. Some instructions may be given at the Aeronautical Center.

Among the qualifications is the desirability of a college degree or equivalent training, and all applicants are given a test to measure their potentials. Applicants who are chosen start their training as GS-7s.

Management interns, from left: Lawrence C. Bloomquist, William K. Adams, Oscie C. Perkins, James E. Gill.

The interns:

Lawrence C. Bloomquist, GS-9, McAllen FSS, with FAA since January 1957. He has a BBA (1957), University of Texas, and served in the Air Force, 1948-52. His assignment is in general administration with the Systems Maintenance Division.

William K. Adams, GS-8, Monroe FSS, with FAA since June 1961. He has a degree in Economics (1948), Tufts College and Boston University, and served in the Navy, 1943-44 and 1948-50. His assignment is supply in the Installation and Materiel Division.

Oscie C. Perkins, GS-8, Fort Worth Center, with FAA since December 1959. He has a BS in Business Administration (1954), Texas Christian University, and served in the Air Force, 1954-59. His assignment is with Budget Division.

James E. Gill, GS-8, New Orleans Center, with FAA since 1959. He has a BS in Psychology (1956), Ouachita Baptist College and Hardin-Simmons University, and served in the Army, 1956-58. His assignment is in Personnel and Training.

Three-Year-Old CAREN Is Working For All Central Arkansas Residents

Central Arkansas' general and aviation public has found a friend in time of need in the home-conceived and organized Central Arkansas Radio Emergency Net. Christened CAREN by the organizers, a group of Little Rock "ham" radio operators, the network provides an emergency service in times of storm, flood, fire, lost persons or aviation accidents.

Mostly aviation enthusiasts, members of the organizing group discussed their ideas and generated sufficient interest in the project to get it started. It was three years ago that CAREN, now one of the most effective emergency communications networks anywhere, came into existence.

However, it didn't just happen as easily as it sounds. Most things worthwhile require time, effort and money . . . and this was no different. After planning the project, the men found some equipment considered to be "obsolete" by two-way radio standards for commercial operations. They obtained and modified the equipment to operate on 50.25 mc.

Today there are approximately 45 base stations, each capable of contacting any station in the system, 40 mobile units in automobiles, and one aircraft equipped for service. The net has been expanded to include operators in neighboring towns and cities and extends to Hot Springs and Pine Bluff.

Desire and hard work have made the system efficient. Each member must "check in" each week at an appointed time. If he is unable to do so, he must contact and request another member to check in for him and furnish the excuse for the absence. An "eye-ball" meeting is held each month, and members are required to be present (or have a legitimate excuse for being absent).

To insure that the net remains an efficient, smooth-working organization, unscheduled emergency drills are held, and each unit is dispersed to a particular location for further instructions. Upon arrival at the location, the unit checks in with "net control." Efficiency of the unit is gauged by the time it takes to check in after being alerted. Normally, the net is in full operation within a matter of minutes.

As an added precaution to keep both members and their equipment in top shape, the net has hidden transmitter hunts. For these exercises, a station is hidden and must be located by members with mobile units using a "loop." The reward for locating the hidden unit is coffee and donuts; the penalty for feet-dragging in these exercises is "on the air" needling of the dragger.

CAREN's services are available to anyone needing them in an emergency. Telephone numbers of the officers and communications chiefs of CAREN are on file with the Red Cross, police agencies, hospitals, Civil Defense, and FAA offices.

What does this service cost the user? Not a thing. Pay for the operators of CAREN is the satisfaction that comes from being able to do something for mankind when he needs assistance and is unable to help himself.

Atlanta Host to Medical Seminar

In July designated Aviation Medical Examiners in the Southwest Region met with AMEs from other regions for the first time. The place was the Aviation Medical Seminar sponsored by the Aviation Medical Service in cooperation with the Emory University School of Medicine in Atlanta, Georgia. Attending were representatives from the Southwest, Southern and Eastern Regions and the Aeromedical Certification Division in Oklahoma City.

Forty-eight AMEs from the three regions, including eight from the Southwest, attended. Noted medical authorities, as well as FAA medical personnel, participated in the three-day meeting.

The seminar was one of several scheduled in each region for AMEs. Present schedule of seminars for Southwest Region examiners include the University of Kansas, October 9-11, 1963; University of Texas, December 16-18, 1963; University of Arkansas, March 4-6, 1964; and the University of Louisville, May 20-22, 1964. An advanced seminar will be conducted at the Lovelace Foundation and Clinic in Albuquerque, November 13-15, 1963.

William S. Hagler, M.D., of the Emory University School of Medicine demonstrates phoria test, using a prism bar. Kneeling to study the procedure is John D. Dupree, M.D., of Levelland, Texas. Robert H. Robinson, M.D., of Lafayette, Louisiana, is surveying other equipment. All were participants in Southern Region's Medical Seminar.

J. D. Dougherty, M.D., Acting SW Flight Surgeon, demonstrates spatial disorientation with R. L. Gilkey, M.D., of Claredon, Tex. Below: Dr. Dougherty has induced coriolis (extreme vertigo) on Dr. Gilkey, a condition that can result from certain head movements in a turn. Pilots must learn how not to get into these situations or, if they do, how to get out of them without bringing disaster to themselves.

"Last name first, first name, and middle initial" is ritual at registration.

NEW ORLEANS CONTROLLER MATCHES STRENGTH WITH LOUISIANA 'GATORS

When ATCS Ronnie Livaudais hears the words of the song, "See You Later Alligator," he begins to think of activities which are opposite of the thought expressed by the song writer. In fact, the New Orleans Center controller likes to eliminate the "later."

His idea of a restful evening away from duty is a trip into the deep Louisiana swamps to catch alligators. This hobby can be great fun, according to Livaudais, and lucrative, too, as a 'gator hide is valued up to $3 a foot.

Alligator hunting is most rewarding at night, Livaudais reports. As a hunter slips quietly along the swamp channels in a flat-bottom boat (canoes and pirogues upset too easily) and searches the area with a strong light, the alligator's eyes show up like two embers. The hunter has a choice of shooting the 'gator between the eyes or, as Livaudais does, glide quietly beside the amphibian and grab for him.

Needless to say, the excitement starts. If the 'gator is six feet long or less, he can usually be lifted into the boat and tied down—that is, if the hunter is quick, strong, and experienced in tying down alligators. If they are larger, Livaudais will admit retreat is the best solution.

Livaudais spent most of his childhood roving the swamps. He thinks nothing of swimming in water inhabited by alligators and water moccasins and has jumped into water and wrestled alligators during daylight. He says there is no danger of being bitten as long as the 'gator's mouth is shut.

"They are a lot like people," he says, "no one gets hurt if they keep their mouths shut."

A few months ago Livaudais and a friend built an alligator pen and rounded up about 50. Before they could be sold—their estimated value was $1,000—an alligator rustler made off with them. Livaudais took the loss philosophically, commenting, "Well, I know there was one old bull 'gator that made the thief work for his money."

Livaudais' chief says he is a diligent, alert assistant controller who has made good progress in his upgrade training. However, the chief noted that at times Livaudais grasps the strip holders more firmly than necessary . . . and maybe—just maybe—he is thinking of alligators.

Air Traffic Control Specialist Ronnie Livaudais displays the results of a very successful alligator hunt.

Coordinators Had Experience with Army Air Corps

Finis L. Wilcoxson.

Cullen S. Reeves.

Finis L. Wilcoxson, Chief of the Austin RAPCON/Tower, learned about aviation in the Army Air Corps during World War II. He was stationed in Texas, New Mexico, and several bases in the Canal Zone.

In 1947 he began work with the CAA as an assistant controller in Tulsa Tower, and later worked as a controller at the Brownsville CS/T, Wichita Falls Tower, Chicago Midway Tower, and the Oklahoma City RAPCON/Center.

Before coming to Austin in 1960 he rounded out his experience as a watch supervisor at the El Paso RAPCON/Tower and as facility chief at the Corpus Christi RATCC/Tower.

A native Oklahoman, Wilcoxson attended high school in Sand Springs. Prior to his CAA/FAA association he worked for the Piper Aircraft Co. and has a private pilot's license.

Austin facilities include the RAPCON/Tower, Station, and Systems Maintenance Field Offices 84 and 132.

Another Air Corps veteran, Cullen S. Reeves, is serving as Air Traffic Representative at the Corpus Christi Naval Air Station, which also includes the activities at NAAS, Kingsville and Beeville.

FAA activities in the area include the Tower, RATCC, and the Systems Maintenance Field Office.

Reeves first started to work for the CAA as a controller in 1941 and then spent three years at Texas and Mississippi bases, plus overseas duty on Palau and in the Marianas.

He served at Memphis, Jackson and New Orleans Towers until 1956 when he was named Chief, Fort Smith CS/T. Later he served briefly as resident inspector at Beeville before reporting to Corpus Christi in early 1959.

A native of Brookhaven, Mississippi, Reeves attended high school there and later enrolled for a year at the Copiah-Lincoln Junior College in Wesson. He received his private pilot's license in 1941.

In an Emergency Register At Nearest Post Office

In an emergency caused by an enemy attack on this country, the government will mobilize the services of its trained employees. The Civil Service Commission will operate a registration system to list these skills.

All FAA employees, with or without emergency assignments, should remember a simple procedure: if prevented from going to any emergency location to which assigned, an employee should go to the nearest Post Office and complete a Federal Employee Registration Card. The card will be forwarded to the CSC, which will notify the FAA of the employee's address for his work assignment and pay.

This card should be completed as soon as possible after an enemy attack. Any address change will necessitate the completion of a new card as this is the only method for the Agency to know of an employee's location. Any employee not contacted and given a work assignment immediately will be expected to volunteer for work with the Civil Defense authorities and to help in any of the emergency efforts.

WESTERN REGION ROUNDUP

A Message from Joseph H. Tippets

The positive approach—Some folks find it very difficult to retain a constructive attitude when frustrations and disappointments have been experienced. In our offices, homes and amongst our friends, we have all known the "cynic", the "rainy cloud", the "sour-puss" or the "super-critic".

Our frame of mind sets the tone and inspiration for achieving our goals. We must profit by our experiences of the past—successful or not—but our todays and tomorrows respond to our attitudes as of that time. Errors and disappointments must not impair our recognition that real success, true happiness, true achievements come only when we truly feel our tasks *can be done, will be done,* and *are done* to the best of our ability. From such an attitude, we attain great personal satisfaction and contribute our best to family, friends, and nation.

A notable quote has long been a source of inspiration to me—I pass it on to you—"God grant me the serenity to accept things I cannot change, the courage to change things I can, and the wisdom to know the difference".

• **KUDOS**—To TED MARTIN, Salt Lake City Tower Chief, for excellent public relations in connection with the Aerospace Education workshop and other groups. . . . Personnel of the Spokane RAPCON, ATCS, and FSS for clever skit presented at Pilots' Clinics in Spokane and Ritzville. . . . JOHN B. HARRINGTON, DEAN L. SHIPLEY, and FRANCIS J. PAULISSEN, ATC Specialists at Red Bluff, and ROBERT J. BOSONE, SMS Chief at Red Bluff, for conducting a meeting at Redding to acquaint pilots in that area with operation of the newly commissioned Redding LBVOR. . . . To Los Angeles tower personnel B. E. WILSON, R. F. MASON, and H. E. ROYER for bringing a pilot in to a safe landing after his engine quit six miles west of Santa Monica Airport. . . . ROY K. WOODARD and JOHN S. STROBRIDGE of the Baker, Oregon FSS for "saving" a pilot who became thoroughly confused on a flight to John Day, Oregon. . . . BILL EDMONSON of Hayward Tower for his excellent "handout" for tower visitors. . . .

• **IN THIS ISSUE**—We were struck with the coincidence of a former blimp pilot being stationed at Akron, Colorado. Result: another HORIZONS article. . . . The antelope in Wyoming intrigued HORIZONS (and we hope to do a bear story soon). . . . With winter coming we thought of Phoenix, Arizona, for our regular visit to FAA communities; and speaking of winter, we received some excellent winter scenes from Cedar City, Utah and are running 'em just to remind you what's in store for some of you.

• **IN THE PUBLIC EYE**—An excellent article on the Hayward, California Tower in the Hayward paper. . . . The Northwest Flyer carried a fine writeup on the Pilots' Weather Seminar in Pocatello. . . . Both Portland papers gave good coverage to the speech given at a meet of the Downtown Kiwanis Club by EDWARD C. MARSH, Deputy Director. . . . LOIS C. PHILMUS wrote an article about Van Nuys Airport in "AOPA Pilot" and ROBERT H. COOK did the same for LAX in "Aviation Week". . . . NAATS magazine carried an article on the recent FAA-Weather Bureau seminar in Red Bluff. . . . When Portland International Airport radome was being reconditioned, an undercoating of black was revealed. Oregonian ran a feature on it headed: "AIRPORT TOWER SPORTS BOWLER" and stated the "radar tower is sporting a black derby temporarily".

• **SCATTER**—Excitement at Sacramento Municipal Airport recently as air traffic came to a halt while police cars chased a motorcyclist down the main runway. As FAA personnel watched, two light planes used loudspeakers to coordinate the high speed chase and Hollywoodian capture. . . . A large runaway balloon interfered with air traffic when it broke loose over Santa Ana, California, climbed to 2,000 feet and roamed the sky for four hours before a sheriff's helicopter forced it down in Paramount, 28 miles away. FAA warned aircraft throughout the area about the balloon's uncontrolled wandering. . . . Tentative date for commissioning the new Las Vegas FSS in the old terminal building at McCarran Field is February 5, 1964. . . . EUGENE H. SCOFIELD is the new DAE at Phoenix.

Where the Deer and the Antelope Play

Do deer and antelope still roam the Western plains? They certainly do. Just ask Robert L. Cook of SMS-49B at Douglas, Wyoming. And you don't have to take Cook's word for it, either. For the benefit of any who are convinced the West's wild animals have been decimated to virtual extinction, Cook sent along some pictures.

"This antelope buck walked up to the VOR fence in Douglas and just hung around," Cook reports. "My kids enjoyed going out to pet him. The buck hung around about a week. Then, one day while we were servicing the VOR, a herd of about 15 antelope approached to within a hundred yards of our building. The buck, who was about three years old, joined his pals and they all took off across country."

This was not an unusual incident either. Cook has spotted about 100 antelope and about 300 deer while making his rounds—and he's been in the Douglas area only since February 3.

"We never fail to see from one to five antelope and a couple of deer while on our way to the radar site at Lusk, Wyoming.

So:

"If you want a home
Where the buffalo roam,
And the deer and the antelope play,
Bid out to the west—Wyoming is best
See the wilds while with FAA"

Howard W. Brewster

G. H. Laird

The FAA, an Ex-Blimp Pilot And a Town Named Akron

The likelihood that a Navy Chief Petty Officer who piloted blimps made in Akron, Ohio would become a member of the FAA staff at Akron, Colorado seems extremely small. It would seem even more unlikely that the ex-Navy man would run into another FAA employee at Akron (Colorado) who had a very special reason for remembering this very Navy pilot and the blimp he flew.

But these things happened. If they prove anything—it's something that doesn't need much proof: We live in a mighty small world.

G. H. Laird is FSS Chief at Akron, a small town in Northeastern Colorado noted mostly for its dairy and agricultural production. The Akron air field is a haven for pilots during periods of rapidly moving bad weather, especially in winter when the area is beset by frequent blizzards.

Before coming to Akron, Laird was stationed at Thermal, California.

"One night the telephone began to ring with calls from anxious residents. They reported that a noiseless, unlighted, unidentifiable monstrosity was passing over Thermal. I investigated and discovered that the mysterious intruder was actually a Navy blimp and made an official report on it."

Shortly thereafter, Laird was transferred to Akron. On April 4, 1963 a new Air Traffic Control Specialist reported for duty: Howard W. Brewster, a retired Navy Chief Petty Officer.

Laird and Brewster compared notes. "So you were the pilot of that blimp that flew over Thermal back in 1957?" asked Laird.

"So you're the guy responsible for putting me on report for flying without lights?" replied Brewster with a grin.

Brewster's Navy career began in 1941 and lasted 20 years, during which he achieved the distinction of being the last enlisted airship pilot in the Navy. He accumulated over 6,000 hours of pilot time and made blimp flights lasting as long as 65 hours non-stop.

"I made many trips coast to coast," he said. "The shortest was 50.1 hours and the longest 101.0. I've been stationed at Trinidad, Halifax, Bermuda, Cuba, Japan, China, Manila, and Honolulu." For many months during the war Brewster was a pilot on anti-submarine patrol. "I'm one of the very few naval career men who spent 20 years in the service and was never stationed aboard ship," he said.

Another memorable event in Brewster's life was his presence at Yucca Flats, Nevada in 1957 as one of the pilots in the Project Mercury atom bomb tests.

"I witnessed 17 atomic blasts during which time we disposed of four of our famed airships," he said. "The project known as "Operation Plumb Bob."

It is a small world, and Brewster certainly can be forgiven for asking himself, "Who would ever have thought I'd find myself working for the FAA in Akron—Colorado—with a boss who had reason to remember one of my official trips?"

The Brewsters like living in Colorado. Mr. and Mrs. Brewster and their family of five children plan to remain there indefinitely.

But then, it shouldn't surprise anyone if a former Navy Blimp pilot feels right at home in a town named Akron.

This Navy Blimp is typical of the type piloted by Howard W. Brewster when he was an enlisted pilot in the Navy and in which he logged over 6000 hours of pilot time.

Noted for its healthful climate, Phoenix is a fast growing city.

HORIZONS Visits Phoenix

Spreading across the Salt River Valley is one of the nation's fastest growing cities—Phoenix, the capital of Arizona. In 1950 Phoenix had a population of about 106,000. Today its city population is more than 492,000. A major tourist resort, Phoenix is the heart of the state's industrial empire.

For a town that was first settled in 1864 as a camp to supply hay for cavalry horses, Phoenix has come a long way. By conservative estimates, about 600 new families come to Phoenix each month to live. Officials predict that the city's metropolitan area will have more than 880,000 residents by 1965 and more than 1,175,000 in 1975.

The site of modern Phoenix was the heart of an ancient agricultural empire developed by the Hohokan Indians who

New $3.5 million terminal complex at Phoenix is first phase of new airfield expansion program. Above: Summer vacationists use Phoenix as base for Canyon jaunts.

erected buildings, dug irrigation canals, and prospered at farming. This thriving civilization ended suddenly and mysteriously some 500 years ago, leaving no clues to its fate. Lord Darrel Duppa, English adventurer and a scholar, one of the first white settlers, named the city "Phoenix" after observing the ancient Hohokan ruins and canals. (The Phoenix was a mythical bird that was consumed by fire every 100 years and arose from its ashes more magnificent than ever.)

For FAA employees sunny Phoenix is an excellent place to work—and play.

At Sky Harbor airport, FAA personnel supervise air traffic activity and a network of facilities over a vast portion of the southwest. Sky Harbor covers more than 1,200 acres, has three runways and adjoining taxi strips, a private plane terminal, and more than 15 aeronautical firms.

Phoenix ranks second nationally in general aviation itinerant operations, ninth in terms of number of VFR aircraft contacted, and sixth in the nation in terms of VFR flight plans originated. Sky Harbor ranks seventh busiest in the nation for over-all operations.

FAA has one of the largest federal payrolls in the city, with more than 200 working in the vicinity.

The Air Route Traffic Control Center is under William J. Decker and has a staffing of 118. Air to ground communications are remoted to six sites with interphone to all FSS and military bases. The Phoenix Flight Service Station under Chief Charles R. McGowan, and Assistant Chief Marvin R. Felt, has an authorized complement of 23. The Airport Traffic Control Tower under Jack R. Sindlinger has 22 persons on its staff. Phoenix tower handles approach control for Sky Harbor Airport, Luke Air Force Base, Williams Air Force Base, and Litchfield Naval Air Station. The 100-foot tower was commissioned in 1951.

George E. South and his staff of 10 make up the General Aviation District Office. Sky Harbor Airport has 548 aircraft based on it, and Deer Valley Airport, second largest in the Phoenix Area, has 300. There is a large volume of itinerant activity generated by the excellent flying weather, year around. The "aviation community" which South and his staff deal with consists of 16 repair stations, 2 parachute lofts, a mechanic's school, 56 authorized inspectors, 57 mechanics, 17 approved schools, 68 aerial applicators, 64 air taxi operations, including two that operate a scheduled service. There are approximately 2000 active aircraft and about 6000 active airmen in the Phoenix area.

Chester C. Oppen heads the Systems Maintenance District Office at Phoenix. His staff of 17 supervises seven sector field offices, comprising 200 persons. Area covered includes the state of Arizona, the southeast portion of California, and southern Nevada. The Systems Maintenance Sector at Phoenix is under John K. Click, who has a staff of 39. Click's men cover an area of both desert and high mountains, and work in temperatures ranging from 120 degrees above to 20 below zero.

Eugene (Pete) Scofield is the District Airport Engineer at Phoenix. He has a staff of six working on 13 active projects underway on 8 airports, involving $4,374,000 in federal funds. Local funds involved brings the total to approximately $7,150,000.

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

A Reminder:

OLD MAN WINTER'S AROUND THE CORNER

ARE you ready for winter?

Even though it's Indian Summer now, in most portions of the Western Region winter is rounding that proverbial corner.

As a reminder, we present these winter scenes sent to HORIZONS by Morris Lee of SMS-51 at Cedar City, Utah.

These were taken on a typical winter day at the Cedar City radar site.

HORIZONS is interested in "winter pictures" from other sites, so send them in to WE-5 after winter rounds the corner out your way.

PERSONNEL PIPELINE

New Promotion Plan Success

The much talked about, long-awaited revised promotion plan became a reality on October 1, 1963. Although all employees have had an opportunity to read the plan, it is suggested that it be studied and restudied in elaborate detail. The plan has a vital effect on your choice of jobs and, naturally, on your career progression.

The new plan takes into consideration some of the deficiencies revealed in past CAA/FAA plans and a real effort has been made to discard those processes which detracted from its over-all quality.

The former Employee Promotion Appraisal form has been shelved in favor of a more meaningful Personnel Data Summary method (FAA Form 2062). The summary form goes considerably further than the EPA system and permits you as an individual to put in your oar as well as permitting the evaluators an opportunity to review what you have said as well as evaluating your potential in greater depth.

The promotion plan is intended to be an integral part of FAA's over-all career development program. Again, we encourage you to get well acquainted with it, engage your boss in discussions about it. If there are aspects of it which are not clear, consult your supervisor. If he is unable to explain, the Personnel Office is always available to aid.

Payroll Withholding

Effective January 1, 1964, employees can voluntarily have payroll deductions for the purpose of paying Federal employee union dues (i.e., NFEE, AFGE, etc.). The idea of a payroll deduction system for this purpose is, of course, a new wrinkle and comes as a result of much debate and much negotiation on this issue. It only became possible due to the employee organizations picking up the tab for its administration. The Civil Service Commission sets this fee.

Other discussions are now underway to extend the payroll deduction plan for making contributions to approved charity and health drives. According to the Civil Service Commission, this program will go forward only if the various fund-raising campaigns can be consolidated and the organizations pick up the tab.

Along this same line, Federal Credit Unions are also soliciting their Congressmen to permit a voluntary payroll deduction for paying credit union dues. Such a step, however, requires the approval by Congress, so it's anybody's guess what will happen to this.

What with payroll deductions for state income tax, life insurance, health benefits, and now employee union dues, woe is the life of a payroll clerk.

Awards

Persons receiving suggestion awards of $50 or more since our last publication of awards were: Scott L. Gayhardt, Leroy W. Woessner, John D. Morgan, Paul F. Richardson, Alfred B. Bush, George H. Hussey, Elliott S. Johnson, Ray M. Phillips, and Robert G. Tullock.

A large number of employees have received suggestion awards of $25 and there were several awards of $15.

Awards for Special Acts or Service were: L. Ponton de Arce, Fred M. Mark, Paul J. Allison, James A. Cole, Richard L. Peterson, William O. Lovett, Robert Wainwright, Beverly C. Roe, Nita White.

A group award for Special Service was recently granted to: Roy C. Breiter, Willie Browning, Lucille Carty, Robert W. Gunn, Roberta Jinkens, Virginia Mareina, and Clara Planansky.

A new award was made available to employees effective July, 1963. "Quality" Within-grade Pay Increase Award. Preplanning and coordination by the supervisors and regional office personnel resulted in the approval of 130 "Quality Increase" awards during July.

FAA EMPLOYEE'S SON WEDS DUTCH BEAUTY QUEEN

Dr. and Mrs. Gene Philip Meyer

Dr. Gene Philip Meyer, son of Mrs. Rosalind Meyer of the Western Region office wed Miss International Beauty of 1961—Stanny Van Baer of Holland—last month at Bellevue, Wash.

Mrs. Meyer is an audit voucher examiner at the RO and recently received her 10-year pin.

The bride, winner of the International Beauty Congress in Long Beach two years ago, was born in Indonesia where she lived during the German occupation of Holland. The new Mrs. Meyer is the only child of a Dutch father and a Hungarian mother. Her mother came from Amsterdam to attend the wedding. Her father is no longer living.

Dr. Meyer is a Long Beach dentist.

WILLIAM R. KRIEGER, NEW FS DIVISION CHIEF

The world of aviation has always fascinated William R. Krieger, the new chief of the Western Region Flight Standards Division.

While still in high school in Milwaukee, Wisconsin, Krieger worked at odd jobs around the airport in exchange for flying lessons, and first soloed in 1935.

While attending the University of Wisconsin in 1939, he completed the Civil Pilot Training Course sponsored by the CAA, then went to work as a flight instructor for a Milwaukee flying school.

He then became a civilian ferry pilot with the USAAF Ferry Command. His job: delivering military aircraft from the factory to Army air bases.

After a stint as a flight instructor at the Army Air Force Civilian Contract School in Coleman, Texas, Krieger volunteered for duty with the U. S. Navy.

During World War II, he was a Flight Instructor at the Naval Air Station, Glenview, Illinois, followed by service as a transport pilot with NATS Squadron VR-11 in the West and Southwest Pacific Theatre of operations and NATS Squadron VR-3 at Olathe, Kansas.

On his return to civilian life early in 1946, Krieger worked for a short time as chief pilot for Duluth Air Lines in Duluth, Minnesota, then, on June 24, 1946, accepted his first position with CAA.

Following indoctrination in Washington, D. C. and the CAA Aeronautical Center at Forth Worth, Krieger was assigned to open the Air Carrier District Office in New Orleans. He was then promoted to chief of the ACDO at Houston and later headed the Dallas ACDO.

In June of 1955, Kreiger was designated deputy chief of the Scheduled Operations Branch of the Air Carrier Safety Division in Washington. This was

William R. Kreiger

followed by promotion to chief of the Scheduled Operations Branch in May of 1957, in which capacity he was one of four branch chiefs of the Air Carrier Safety Division in Washington. Two years later Krieger was promoted to the position of Chief, Flight Safety Staff, Safety Evaluation Division, Flight Standards, in Washington. This was followed in June of 1960 by another promotion to chief of the Safety Enforcement Branch of Flight Standards.

His Western Region assignment became effective on July 21 of this year.

Mr. and Mrs. Krieger live in the Buena Park section of Los Angeles with their three children, Charles 10, John 9, and Richard 6.

Moffett RATCC ATC Specialist Commended by Navy for Assist

Clifford R. Wallace, Air Traffic Control Specialist at Moffett RATCC has been commended by the Navy for a flight assist to a Navy jet which experienced complete electrical failure.

Capt. G. M. Clifford, Naval Air Station commanding officer at Moffett Field, Calif., personally presented Wallace with a letter of commendation.

When an F3 Navy jet experienced radio failure after departure from Moffett, Wallace, in his capacity as departure controller, utilized radar in tracking and relaying continuous position reports to the tower on the returning crippled plane.

"Your alert thinking and timely coordination with the tower controller was instrumental in making it possible for the pilot to return and effect a safe landing, thereby preventing the possible loss of an expensive first line aircraft and its pilot," Captain Clifford told Wallace.

K. R. Allen, Chief Controller at Moffett, added:

"Your alert and quick handling of the incident was a perfect demonstration of how FAA ATC Specialists can assist pilots in difficulty even under complete communications failure."

BIRDS "SOLO" AT RO "FIELD"

A California dove built its nest and hatched three young over the Western Region's soft drink dispenser in the patio of the cafeteria.

Dorman E. Johnson, Installation and Materiel, informed HORIZONS that the birds "soloed" when they were about 10 days old and now can be seen on the transformers in the vicinity.

FAA PRESCOTT CREW "LIKE SKILLED SURGEONS"

W. P. McCart, Chief of the Prescott, Arizona FSS reports this dramatic account of a pilot in difficulty.

Recently the pilot called Prescott and advised he was lost due to thunderstorms and rain and requested a vector to Prescott. The pilot was unable to comply because of storm and while he was proceeding southwest to the vicinity of Skull Valley, communications were almost lost.

The pilot was then advised to climb, communications improved, and he followed Prescott's direction until he reported the "beautiful Prescott runway's in sight".

The pilot was shaken up, afraid of the lightning and hesitated to turn to the field. At one point he admitted, "I'm so confused I don't know what I am doing".

When he landed he told FSS personnel, "Just as sure as if you were doctors and performed a delicate operation, you fellows saved my life. I can't thank you enough".

The "doctors" who performed the operation were professional specialists J. A. Barila and M. L. Pollock.

WANT TO BE A WRITER?

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

CENTRAL REGION NEWS

NEW MERIT PROMOTION PLAN

The New Merit Promotion plan became effective on October 1. Most of you have had the opportunity to see the film depicting the key elements of the program, and to hear a discussion of it led by members of the Personnel Office. You know that there have been some changes in the system of promotions, but you know also that the basic purpose remains the same, i.e., to promote only the best qualified, and to give each employee the *opportunity* to be promoted.

While no promotion plan will ever completely serve the needs of both employees and management, a careful review of this new Promotion plan, however, convinces me that much thought and effort have gone into it. I feel that it will insure that each employee is given fair and equal treatment. It incorporates enough built-in safeguards to protect the employee, while providing management with a method of getting the best qualified persons for promotion. The plan is flexible, and it is permissive. It can be, and will be changed and improved as we learn by experience. In the meantime, I urge each employee to take time to familiarize himself with the new plan, approaching it with an open mind, determined to give it a fair opportunity to work.

We have spoken before about the years of rapid growth of FAA, and of how a leveling-off process has now set in making promotions considerably more competitive than in the past. Hardly a day passes that doesn't bring this fact forcefully to the fore. That isn't to say that the opportunity doesn't still exist, for our Agency is as dynamic as aviation itself. The irrefutable fact remains, however, that more will be demanded of employees in the future to keep pace with aviation's rapid development and growth. Therefore, it behooves each of us to take stock of ourselves. What are we doing to keep ourselves abreast of current developments in our field? Have we achieved anything that will set us apart from our competition who may be vying for available promotions? How about attitudes? Are we willing to give that extra something when it is demanded? More than technical knowledge is necessary; a spirit of cooperation is needed, a willingness to assume responsibilities not always covered in job descriptions, a willingness to put in extra time occasionally when a job has to be accomplished in a hurry.

These are the ingredients that make for promotion—and equally important for the personal satisfaction of a job "well done."

J. M. Beardslee

Director,
Central Region

HALABY ADDRESSES FLYING PHYSICIANS ASSOCIATION IN AURORA, ILL.

N. E. Halaby, addressing the annual convention of the Flying Physicians Association in Aurora, Illinois, August 22, told the gathering of his hopes for the development of an airport Medical Service Plan whereby doctors would be on duty or on call at all major airports in case of an accident and would be among the first on the scene.

"As desirable as it would be," Halaby told the medical men at the banquet, "it would be entirely unrealistic for the FAA to recommend that airports, even large airports, have a doctor on duty full time. But we would include the availability of a physician."

Halaby spoke to the group at a banquet at the Hilton Inn, following dedication of the Chicago Air Route Traffic Control Center in Aurora that afternoon.

Mr. Halaby also applauded the association's support of a "Disaster Program" to have, at the ready, groups of flying physicians, ready to go wherever needed to support the civil defense effort. "This combination of a physician's skill, knowledge and mobility, made possible by private aircraft, is enormously valuable to the nation," Halaby said.

Administrator N. E. Halaby addressed the members of the Flying Physicians Association, their wives and guests at the annual banquet of the group at the Hilton Inn, in Aurora, Ill., on August 22. Shown here flanking Mr. Halaby are Dr. and Mrs. Harold N. Brown. Dr. Brown is the current president of the organization.

FAA EMPLOYEE SOLOS NEW TYPE HOT AIR BALLOON

The first FAA employee to qualify under new regulations for a free balloon pilot's certificate (limited to hot air balloon only) did so August 17 from a ranch 15 miles southwest of Kansas City. Paul E. Cannon, presently Assistant Hub Area Manager in Chicago, was at that time Supervising Inspector, CE-GADO-11 at Fairfax Airport, Kansas City.

As one of the members of the Montgolfier Balloon Society of Kansas City, Cannom made the flight in a Model "S" 40 Raven Hot Air Balloon, N11976. The flight lasted 30 minutes and was "as beautiful a flight as was ever made in a hot air balloon," according to M. R. Pasley of Kansas City, another club member and witness to the event. Pasley described the flight as follows: "He put that balloon up to 1,000 feet as near as it ever arrived there . . . levelled off . . . held his altitude . . . made a practice approach to a field . . . pulled up . . . levelled off again, and then slid it over a high line to land right square in the middle of a 20-acre meadow as slick as a button."

The balloon, manufactured by Raven Industries of Sioux Falls, South Dakota, measures 50 feet in height and 40 feet in diameter when inflated. A propane gas burner assembly is affixed to the seat framework above the pilot's head and is fed by two tanks of gas fastened near the pilot's shoulders. It takes about two dollars worth of gas to heat the 40,000 cubic feet of air for an hour's flight.

Minneapolis TV-Camera Sees Around the Corners

(Photo: Minneapolis Star)

Construction of the new tower building at Minneapolis-St. Paul International Airport caused a "blind spot" for air traffic controllers due to visual restriction of a busy intersection. The simple solution was to install closed-circuit TV and use the electronic "eye" to see around the obstruction.

Minneapolis Star photographer Ed Schaeffer made the accompanying photo of Controller James Schave shortly after the equipment was placed in operation. Secret of the clear picture on the monitor is a bit of photo magic called superimposition. Since Schaeffer actually climbed the hangar roof and shot the jet from along side the TV camera, the final results are just like the real thing.

McCLAIN, GERMANY BOUND

E. Lee McClain, Chief, Equipment and Support Unit, Aircraft and Avionics Maintenance Section, Fairfax Airport, Kansas, was sent to Frankfurt, Germany, on 60-days temporary duty. Purpose of the trip is to assist the Flight Inspection Group in setting up a supply system and shop directly related to Project Friendship. McClain, a Kansas City area native, spent time in Frankfurt during WWII as a MATS pilot.

50-MILE HIKE? READ THIS

Five Japanese college students from Waseda University in Tokyo stopped in Kansas City July 31 long enough to visit the ARTC at Olathe. The five were walking across the United States headed for the World's Fair. Paced by a sixth man in a small car the group averaged about 20 miles per day. The photo was taken by George Smith, Center Chief. From left: Smith; Mr. Shichiro, 22, Junior, School of Law; Mr. Mitsuo Shida, 22, Sophomore, School of Law; Mr. Takashi Yagi, 22, Senior, School of Science and Engineer; Mr. Noboru Tajima, 22, Senior, School of Commerce; Mr. Katsuyuke Takahashi, 23, Senior, School of Commerce; Mr. Tahari, Kansas City, Interpreter.

There's No Place Like Home-Built Exhibit

More than 1,300 pilots and aviation enthusiasts gathered at Rockford, Illinois, to hear Administrator Halaby speak August 2 at a special Hangar Session held during the six-day Experimental Aircraft Association convention. After expressing the appreciation of the Agency for the self-discipline and great effort the members are making to keep the fun in flying . . . despite the risks that must be regulated and minimized, Halaby stated "We are doing the best we can . . . and one way is to find out what is on your minds." He discussed at some length regulatory matters which he knew to be of interest to the members of the EAA and then invited questions, criticisms and ideas from the audience. The question and answer session lasted nearly two hours.

Controllers at the Greater Rockford Airport directed more than 14,000 operations during the six-day event. Normally, traffic for a similar period is about 1,500 operations. On the peak day there were 4,766 operations and an estimated 2,500—2,800 aircraft on the field. Thousands of visitors to the exhibits crowded the field all during the week, some to look at the aircraft on display, others to watch them in flight.

While controllers were busy in the tower and at the portable unit set up for the purpose, the flight service specialists were kept jumping answering questions, accepting flight plans and providing pilot briefing service. Representatives of the Weather Bureau assisted by providing the latest weather hot off the teletypewriter.

Left: Apathy or exhaustion? Tired boy relaxes as his dad examines weather map prior to filing flight plan for trip home. Right: This tent housed a pilot briefing service for thousands of visitors. On peak day 2500 to 2800 aircraft used the field.

A smiling Administrator steps off his new Jet Star at the Greater Rockford Airport to address the Experimental Aircraft Association.

Questions came thick and fast in this two-hour session with Mr. Halaby.

Above: Crowds strolled in the parking area to examine experimental and amateur-built aircraft. Thousands of air buffs visited this site each day. Below: The low-wing monoplane is called "Tater Bug." Along with other homebuilts it got a chance to show off in the air that week.

This down-to-earth "tower," working in close cooperation with the more familiar full-sized tower, assisted in handling 4,766 air operations.

Part of the crowd that thronged the facility all during the day and stayed to listen to Administrator N. E. Halaby present the dedication address.

CE Director J. M. Beardsley (l), Master of Ceremonies, prepares to introduce Administrator N. Halaby at dedication of Chicago ARTC ceremony.

Mr. Halaby (below l.) becomes an honorary member of the Flying Physicians Association. Dr. L. O. Simenstad (center), a member of the Administrator's Medical Advisory Panel, does the honors. At the Flying Physician's banquet (below r.) a "fly-by" of cakes, each topped by a model plane, passes in review.

CHICAGO CENTER DEDICATION

Speaking to over 1,000 visitors at the Chicago Center Dedication August 22, Administrator N. E. Halaby traced the history of the Chicago center from its beginning at Midway Airport in July 1936 to the present move into the more than $5 million facility located at Aurora, Illinois.

A former cornfield along side of Indian Trail Road, one mile west of Highway 31, is the site of the new installation now complete except for recent modifications.

"The Federal Aviation Agency began a new center building program," Halaby told the group, "to provide modern facilities at 20 locations in the 48 contiguous states." He explained there was a need to eliminate crowded conditions prevailing at all centers, and it was deemed advisable to locate centers outside areas of probable damage in the event of nuclar attack.

"The Center we are dedicating here today on this 12½ acre site includes a $2.2 million building filled with more than $3 million worth of electronic equipment. The center houses more than 400 air traffic controllers and maintenance technicians with an annual payroll of almost $3.9 million," Halaby said.

By actual count nearly 1,800 persons passed through the new facility during the day. The ceremonies began with a band concert by the Great Lakes Navy Band and flag raising activities by a Navy Color Guard.

Termed highly successful by those in attendance, the dedication was a culmination of many weeks of hard work by employees in the center under Center Chief Ray Belanger and SMS Chief LeRoy McCarthy.

Chicago ARTC Chief Ray Belanger (above) escorts a group of newsmen through the Center for a preview peek a week before the dedication. Viewed from the balcony (below), this is part of the throng that visited the Center.

Portable tower set up at Aurora Airways Airport to serve Flying Physicians who came to Aurora Aug. 12-24. Left to right, R. O. Ziegler, John M. Strauser, and Hugh Riddle, Jr.

Urgent business elsewhere catches up with the Administrator (above) during his tour of the Center. Controller Richard Huff (r.) shakes the boss' hand as Center Chief Ray Belanger looks on. SMS Chief, LeRoy McCarthy (below, center), gives newsmen a detailed explanation of the electronic equipment that enables the Center to carry out its complex duties in insuring safe handling of air traffic under conditions bordering on the impossible. An estimated 1800 visited the Center.

50,000 IGNORE WEATHER TO ATTEND IOWA AVIATION DAYS CELEBRATION

More than 50,000 persons attended the Eleventh Annual North Iowa Aviation Day in Mason City on July 21, according to C. R. Minkner, Chief of the Flight Service Station there. Although deemed a success, it was obviously not the turnout of past years due to inclement weather.

Cessna, Beech and Piper had a total of twelve new airplanes on display during the day. Seven military aircraft also were on the field for viewing.

Although the field was closed by weather from 11:00 A.M. until 5:00 P.M. the temporary control tower was kept busy during the hours of operation.

Control personnel in the accompanying pictures include Dean Kjellberg of the Kansas City Tower at the microphone, Willie Reazin, Des Moines Tower (dark glasses), and Jack Shivin, Jr., Kansas City Tower, operating the light gun.

Pre-flight briefing and Flight Plan services were made available to all pilots in the headquarters tent. Weather was remoted to a teletypewriter in the tent. Air Force pilots are shown being briefed by Roger Behne and Keith DeVries.

Dean Kjellberg (l.), Willie Reazin (center), and Jack Shirvin, Jr., working the tower at Mason City.

Roger Behne (r.) and Keith DeVries (2d l.), Mason FSS, provide weather data to two military pilots.

Controllers man the temporary control tower improvised atop the tower roof of the terminal building.

HOBBY CORNER

(This is the first in what may be a continuing feature concerning the many varied and interesting hobbies in which employees of the Central Region participate. This month we asked Robert W. Walkin, controller at the Fargo CS/T to submit information about his hobby. For future issues anyone with an interesting or different hobby is invited to forward a clear glossy print (at least "jumbo" size) depicting some phase of his or her hobby together with a description of the hobby, when and how he became interested and any other pertinent facts . . . Ed.)

New SMS Chiefs Hold Meeting at Regional Office

Present at the meeting of Chiefs and Ass't Chiefs were (1st row): F. Emanuel, Engineering Branch; J. Hargrave, Program Management Staff; N. Barritt, Systems Maintenance Division; W. Sharp, Military Facilities Branch; O. Stewart, Field Administration. (2d row): Paul Watkins; Donald Updike; Clarence Ninke; Denzel Begley; Ralph Bugg; John Shaw; Henry Sarnwick; James Carl; Don W. Lowrey. (3d row): James Bayer; Robert Yeates; Albert McKnight; Norman Amundsen; David Roberts; Harry Baker; Charles White; John Weisert; and Paul McMullen. The meeting was held in Kansas City, Mo., August 5 through 9.

New Systems Maintenance District Chiefs and their assistants or program officers met at the Regional Office August 5-9, 1963, to discuss operating procedures under the new configuration of field offices with regional personnel. Representatives from other regions and the Washington office were in attendance and participated in the discussions furnishing their approach to problems encountered in the decentralization program.

The agenda covered district relationship with the division office in the over-all plan of operation and program objectives through decentralization. The theme of the conference was improved management at all field levels with more effective manpower utilization.

The area of cost versus benefits was thoroughly explored. Procedures for maintaining a reliable record of expenditures at specific field locations to provide timely information were furnished.

When the transition to a decentralized status is completed and tools for all administrative functions are furnished, field supervisors will be able to handle areas of difficulty in a more responsive manner.

Robert W. Walkin, ATCS at Fargo CS/T, became interested in flying radio controlled model airplanes while a controller at Indianapolis center. He had joined the FAA in 1957 after flying jets in the service, so the interest in flying is not unusual.

Bob is pictured here with a model he built from a kit, which he outfitted with miniaturized radio gear designed for radio controlled models. The plane, called the "Sonic Cruiser," has a 5½ foot wingspan and all the controls that a large airplane has including elevator trim, steerable nosewheel and brakes. Five electric servos operate the controls. It can do all the maneuvers that a real aircraft can do, Bob says, plus a few the big ones can't. Comparing his hobby with flying jets, Bob says he finds it every bit as exciting and far less hazardous.

William Schulte (l.), chats informally with local pilots and flying buffs. Presenting dedication address (center), and (right) at banquet he receives sample of iron ore.

SCHULTE KICKS OFF CHISHOLM/HIBBING

William G. Schulte, Assistant Administrator for General Aviation Affairs, was the principal speaker at a banquet in Chisholm, Minnesota, July 27. The banquet was a part of the festivities which included the dedication of the Flight Service Station at the Chisholm-Hibbing Airport on Sunday. In his address to the gathering, Schulte praised the two communities for combining their efforts to operate an airport.

Speakers at the dedication of the FSS building the next day in addition to Schulte were Henry L. Newman, Deputy Director, Central Region; Mr. Lawrence McCabe, Minnesota Commissioner of Aeronautics and Congressman John Blatnik, representative from the eighth district. Others attending the ceremony from the Regional Office were Mr. George Kriske, CE-500; Laurence S. Rich, CE-524.1 and Joseph H. Frets, CE-5. Minneapolis area personnel included Donald W. Updike, Chief, SMDO; E. T. Kierski, ATAS; Fred A. Becchetti, Principal Operations Inspector, GADO-14; Andrew J. Prokop, Supervising Inspector, GADO-14; J. Paul McDonnell, Chief, FIDO-52; and Howard Kreuger, SMDO-4.

To handle the additional increase in air traffic, a temporary tower was set up atop the roof of the FSS building. This was manned by Mr. Jim Timmens, Duluth Tower Chief and Mr. Ed Blazejak, Assistant Chief, Minneapolis Tower.

Following the dedication on Sunday, Mr. Schulte met with area pilots in the hangar area to discuss problems and policies and to answer questions brought up by the audience. The event was well attended and welcomed by all present.

A long line of spectators (below l.) waited patiently to explore the interior of a Flight Inspection DC-3 on exhibit during Aviation Day. Another crowd pleasing attraction was this working model of an ILS, Radar, and VOR installation. A narrative and running commentary was delivered by H. Kreuger, Minneapolis SMDO.

GLACIER PARK'S POLEBRIDGE AIRPORT DEDICATED

"Grass roots" discussion following Poleridge, Mont., airstrip dedication includes, from left, Wes Pearson, DAE Helena; Administrator Halaby; William Wenzel, pilot, owner Wenzel Engineering, Great Falls; Fred Steels, Electrical Engineer, Great Falls; James McIntosh (plaid shirt), pilot-rancher; Loren Foote, Area Coordinator, Great Falls; Joe Lavalle, flight instructor, Fort Benton; Carles Irwin (in suit), Chief, Great Falls ARTCC.

Speaking at a Fly-In Dedication at Polebridge, Mont., Administrator Halaby commended that state's Aeronautics Commission and Pilot's Association for their initiative, planning, work, and cooperation in "carving out" the Polebridge airport in Glacier National Park.

Halaby stressed that although this particular airport was not financed by Federal funds it had been planned and executed according to the FAA's new criteria for VFR general aviation strips.

FAA officials attending included Fritz Lueneburg, Supervising Inspector, Billings GADO; Loren Foote, Chief, RAPCON; Lee Ward, FSS Chief, and Charles Irwin, Center Chief, all from Great Falls. From Missoula were Emil Olson, FSS Chief and Dave Sellegren, Tower Chief. Representing Helena were Art Kurth, GADO; Glenn Childs, Tower; and Wes Pearson, DAE.

FAAer Wins Trophies in Annual Calgary Air Race

Mrs. Elsie F. Childs, second place winner in the Calgary Air Stampede Air Race, has been in the Helena GADO office for 18½ years and is a commercial pilot with instrument rating and flight instructor certificates.

Two trophies for flying proficiency were won by an FAA employee in the Canadian Owner's and Pilot's Association Calgary Air Stampede Air Race July 6. Mrs. Elsie F. Childs, aviation clerk in CE-GADO-9, Helena, Montana, walked away with second place in the over-all competition and the ladies trophy with an efficiency rating of 151.6%.

Mrs. Childs was accompanied by her husband, Glenn, a tower controller at Helena Airport and their son Kim.

Her flight plan was completed from Helena direct to Calgary with an en route time of 2 hours 55 minutes. She was flying a Stinson 108-3 aircraft.

The race is an annual event which measures fuel economy, gross loading of the aircraft, ability to make good the estimated time of arrival and general efficiency. Over 40 aircraft were entered in this year's race.

SWISS CADETS WIN AWARDS

Five Swiss Cadets in the United States during July as guests of the Illinois Wing, Civil Air Patrol, received student pilot certificates and special purpose certificates with glider rating from G. W. Wagner, Inspector, CE-GADO-3. The cadets were in this country as part of the International Cadet Exchange Program whereby cadets of the Civil Air Patrol visit other countries and cadets of other nations visit in the U. S. for a period of two weeks each summer. The special purpose rating was given the cadets based upon our reciprocal agreement with Switzerland and following three days of accelerated flying activities at DuPage County Airport.

GLASS HITS HOLE IN ONE

Following the Regional Headquarters picnic August 10, Alan Glass, Acting Chief, I & M Division, made up a foursome for golf including his wife and Mr. and Mrs. Richard Burton to play at a Mission, Kansas club. Using a six-iron on the par 3, 142-yard No. 2 hole, Glass hit the golfer's dream, a hole-in-one. The grin evident in the photo above speaks eloquently as he remembers the occasion later for the photographer.

JOINT FAA-AFCS CONFERENCE HELD AT CENTER

Joint Conference of FAA and AF communications types put mutual problems on agenda and everyone benefitted from ensuing discussions. Among topics of interest was flight inspection of Defense Air Navigation Aids.

The Flight Inspection and Procedures Division, National Field Operations, Headquarters played host to a joint conference of FAA and U.S. Air Force Communications Service personnel in early August.

The conference was held to look into the operations that have been added since the FAA took over flight inspection of military NAVAIDS, as far as flight inspection is concerned.

The Washington office of the National Field Headquarters hosted the conference.

It was an orientation type conference to acquaint Air Force personnel with the FAA operation and the information gained by the FAA and what it means to the Department of Defense.

It was also a "get acquainted" affair, with both groups being able to help understand the mutual problems that might be faced.

Air Force representatives came from Langley, Scott, Hamilton and Tinker Air Force Bases.

The FAA also was represented by personnel from the various regions of the Agency.

Former X-15 Flight Surgeon Now On Aeronautical Standards Staff

Dr. R. I. Wick, formerly with USAF, now at Center

A leading Air Force Flight Surgeon, Dr. Robert I. Wick, has reported in as Chief of the Standards Evaluation Branch, Aeromedical Standards Division. Dr. Wick came to FAA from Edwards AFB where he worked with the pilots who flex the X-15.

A native of Pittsburgh, Pa., Dr. Wick received his degree in medicine from Pittsburgh U. He holds a BS in organic chemistry from Virginia Military Institute and another BS in Chemical Engineering from Carnegie Institute of Technology and an MS from Ohio State where he was for a time an instructor in Aviation Medicine.

He is a member of the Aerospace Medical Association; a Certified Flight Instructor, airplane and instruments, has approximately 1,000 flying hours and is rated for single and multi-engine land, single engine, sea, instrument and gliders. As a matter of fact the only airman rating he doesn't have is for multi-engine seaplanes.

Tennis Anyone? Center's Champ Takes All Comers

When he is not busy as Chief of the Air Carrier Examination Unit of the Operations Airman Examination Section, J. Fred Reed is actively pursuing an active sports career as one of the top tennis players in Oklahoma.

Starting at 13-years-of-age, Reed got into his first major competition at Southeastern State College where he won the Oklahoma Collegiate Conference singles championship.

Now a 20-year veteran of Federal employment, Reed is highly respected in tournament circles, where he usually places very high.

Before being transferred to Oklahoma, Reed placed third in the Mid-Atlantic doubles tourney. In Oklahoma, he has won the Ada Sooner State doubles title, and singles crowns in the Missouri Valley, Oklahoma State, Tulsa, Inian Capitol and Norman Rotary events.

Fred Reed, former Oklahoma Collegiate Singles champ still swings a mean racquet. He is FAA-20 year man.

FIELD OPS MEN ON NEW JOBS

Several former Aeronautical Center employees have been assigned to new posts and now are on duty there.

The personnel are:

James Hundley from FS 940 Oklahoma City to Supervisor, Flight Inspection Pilot, FIFO-3, Los Angeles.

Walter L. Simpson, from FIDO Albuquerque, to Flight Supervisor Pilot FIFO-3, Los Angeles.

Elmer Smitley from Aircraft Operations Office 17.4 to Electronic Tech FIFO-2, Washington National Airport.

Gerald Chambers, USAF, assigned to Jet Operations, Oklahoma City, Electronic Technician, the KC-135 aircraft at Tinker Air Force Base.

AERO CENTER WINS ITS SIXTH MINUTE MAN FLAG

The U. S. Treasury Department Minute Man flag was hoisted to the top of the pole in front of the Headquarters Building in July, the sixth consecutive year it was earned by the Aeronautical Center. Taking part in the flag raising were, left to right, T. J. Morrow, Western area manager of the Savings Bond Division for Oklahoma, Samuel D. Braden, State Director for the Savings Bond Division; Lewis N. Bayne, Manager Aeronautical Center, Security Officer Carl Bailey, and Bill Bond, Savings Bond coordinator for Aeronautical Center.

For the sixth consecutive year, the Aeronautical Center was able to fly the U.S. Savings Bond "Minute-man" flag.

Only Government installations of over 1,000 employees, who place in the top 90 per cent of participation, are permitted to fly the flag.

The Aeronautical Center this year placed in the 91 per cent class.

The Agency-wide campaign was due to terminate July 15, but the Aeronautical Center completed the drive on June 30.

GET CAREER SERVICE EMBLEMS

Length of Service pins, with a total of 115 years of Government work, were presented in August. Shown with Aeronautical Center Manager Lewis N. Bayne are, left to right: Allen R. Dyson, 25 years; Joe Walko, 35 years; Bayne, Bee Bee Staples, 25 years and Jim Ryan, 30 years.

Letter to Roscoe Takes Longest Route from Washington to Center

Routing symbols come and go, but Marion Roscoe, Dean of the new Aircraft Accident Investigation School at the Aeronautical Center, had a rare experience with his new symbol.

It seems that his routing symbol is AI-1. One of his pieces of mail was read to be AL-I and an investigation showed that the letter went from Washington to Anchorage to Oklahoma City.

FS-909 Award Winners

Several awards were presented to FS-909 personnel late in July by Jack Webb, FS 200 at the Aeronautical Center. The National Field Operations Headquarters staff who received the awards were: Left to Right, John Robinson, Harvey Summers, Vernon Thompson, Thomas Kelly, Al Synder, John Haugan, William Madsen, Morris McBride took part in the event. In the front row are Webb and Betty Donoho.

HOME FOR AC PEOPLE

As seen by the map, the majority of people who work at the Aeronautical Center are from four central counties of the state. Several other counties make up the difference.

One of the two T-29's the Aeronautical Center crews delivered to the Pacific Region in connection with Project Friendship. They brought a C-54 back to the States.

Aero Center Crews Make Round The World Flight

The Flight Evaluation Branch of the Quality Control Division at the Aeronautical Center drew an interesting assignment recently.

Although short notice and odd assignments are not unusual to this group, this one was different.

In connection with Project Friendship, it was necessary to deliver (1) two T-29 aircraft to the Pacific Region, Tokyo, Japan field office, and (2) pick up a C-54 and return it to Oklahoma City for modification and reassignment to the Southern Region.

In late May, Burl Evans, Acting Chief of the Flight Evaluation Branch, Roy Mount, Ron Templin, and Harold Rogers, pilots, with Vernon Wilson, Aircraft Mechanic from the Overhaul and Modification Division and Don Tyson, Navigator for the Pacific Region, departed Oklahoma City in FAA Convairs N-251 and N-252. The first stop was at Washington, D.C.; where a two-day delay was encountered due to visa and overfly clearance problems.

The planes left Washington and were on their way via Goose Bay, Labrador; Keflavik, Iceland; Prestwick, Scotland; Frankfurt, Germany; Naples, Italy; Beirut, Lebanon; Bahrain Island (British possession); Pakistan; Bombay, Calcutta and Car Nicobar Island, India; Saigon, Viet-Nam; Manila and Tokyo; where the aircraft were delivered to the Pacific Region.

Dut to engine trouble, on one of the Pacific Region Constellations, the crews were asked to assist in conducting some inspection work at Okinawa and Tokyo. This completed the T-29 portion of the trip, 14,517 nautical miles and 77 flight hours from Oklahoma City.

The departure of the C-54 was delayed five days while the aircraft completed a mission. Take-off for Oklahoma City was made in mid-June with stops at Wake Island, Honolulu and Los Angeles. Three days later the plane arrived in Oklahoma City. This added 7,087 nautical miles and 40.9 flight hours to the log for a total of 21,604 nautical miles and 117.9 flight hours. This equal to 24,845 land miles.

The crews flew the Atlantic Ocean, the Mediterranean Sea, the Arabian Sea, the Bay of Bengal, the South China Sea, the Philippine Sea, the Pacific Ocean and the South Canadian River.

Car Nicobar Island native cuts fresh coconut for crews and host. Left to right: H. Rogers, R. Mount, B. Evans, R. Templin, Lt. Govindarajan, India AF, D. Tyson.

Vernon Wilson, aircraft mechanic from the Overhaul and Modification Division, Aeronautical Center, poses with India AF personnel and islanders before takeoff.

Pilot Medical Standards Tougher Today?

Dr. Wm. Albers, head of Aeromedical Standards, AC.

The time was World War II, the place somewhere in France. The little bi-plane slipped in over the tall trees at the end of the sod runway, landed, and taxied slowly toward the hangars. Uniformed men raced toward it, grabbed the wing tips to guide the machine as the pilot gunned the engine. At the parking line a crewman dug his heels into the turf and the tiny plane pivoted on a wheel and stopped. It was one of the few to return from that particular mission.

While one might think the high loss rate of those early war years was due to combat, it was actually found that the great numbers of crashes were related to physical defects in the pilots!

English, French, Italians and Germans all had the same experience; all found that their physical standards for pilots were much too low.

Today the standards are much different, with new information being provided constantly to FAA's Aeromedical Standards Division by the Civil Aeromedical Research Institute at the Aeronautical Center, where, for the first time, the Operational and Research Divisions of the Aviation Medical Service are housed under one roof and work closely together.

Headed by Dr. William R. Albers, the Aeromedical Standards Division has learned that the medical standards written during the "Age of the Jenny" remained essentially unchanged, even though aviation had progressed into the "Era of the Jet." (In actual practice, however, the AMEs had kept up with the times.)

With the advent of the FAA in 1958, the aviation medics were given adequate staff and resources to review and update the published medical standards. Thus, for the first time, serious and potentially dangerous diseases were identified in the Civil Air Regulations, formalizing long standing practice.

After the start of World War I, when the English, French, Italians and Germans sent their men into the air, about the only physical exam they took was the same one that applied to draftees for the armed forces.

Soon the various combatant countries learned that their losses were much too high. For instance, the British found that of every 100 pilots killed 60 per cent died in accidents due to physical defects. The other countries came to similar conclusions and called for medical help. Medical supervision programs were started and higher medical standards were set up. Within two years the 60 per cent figure dropped to 12 per cent. The other three major combatant countries also experienced similar benefits from the aeromedical program.

Profiting from the lessons learned during World War I, the International Commission for Air Navigation in 1919 developed a set of physical requirements for civil aviation. That commission was similar to the present International Civil Aviation Organization (ICAO).

The standards set in 1919 were in many ways more rigid than they are today! In 1919 pilot standards required a vision of 80 per cent of normal, far above what we require today for they didn't allow for lens correction. Completely normal color perception was required and this too was much stricter than present requirements. Today we are able safely to license many types of color defectives.

Turning to the present and future, Dr. Albers said aeromedical standards must be related and should contribute to the attainment of the FAA's mission to improve civil aviation and foster its growth.

"If the medical standards are too rigid," Dr. Albers said, "we are possibly keeping a pilot out of the air who could be flying safely; on the other hand, if our standards are too lenient we will be compromising aviation safety.

"We are acutely aware of these two obligations. All we are interested in is whether or not the pilots' physical and mental status is sufficiently adequate to allow the safe performance of pilot functions."

The basic criterion underlying every medical standard and the issuance or denial of medical certificates can be illustrated as follows: "If a pilot's physical condition is known, (assuming the man is a competent pilot), the key question is 'would you fly with him, or entrust your loved ones to fly with him.'" That is the question the Aviation Medical Service people always keep in mind when dealing with a certification problem. When the answer is "no," the man has a very serious condition, and for his own sake should not fly.

The pilot who flies this type of plane must pass a physical examination every six months. Right: The general aviation pilot must measure up to another set of medical standards.

Dr. Albers added that many factors influence the establishment or change of medical standards.

First of all, Aviation Medicine cannot work in a vacuum. It must function as an integral part of the National Aviation System. The National Aviation System concept considers all aviation activities as part of a total system. The components of the total system include the pilot, aircrew, aircraft, air traffic control, airports, navigation aids, aviation medicine, weather information, economics, regulations and procedures, etc.

It is imperative that Aviation Medicine function with competent knowledge of all the components of the total system, and a full appreciation of how medical factors and standards relate to the System.

Dr. Albers commented that factors of influence include the increase in medical knowledge, and the difference in aircraft.

"Medical standards should not be arbitrary, but should be based on pilot job performance," he said. For example, there is a world of difference in the job performance requirements for flying a light plane for pleasure, and a heavy transport in scheduled air carrier operation. It is not scientifically correct to apply the same standards to all these various areas of flying."

Today, the Aviation Medical Service is uniquely pilot-orientated. FAA Administrator N. E. Halaby, has exerted considerable effort to attract competent pilot-physicians into the Agency. All of the Division Chiefs are pilots, and they have many thousands of hours flying experience. They all know firsthand what it means to face periodic medical evaluation.

"We feel that our pilot experience brings more understanding and insight into handling of aeromedical problems." Dr. Albers said.

In answer to the question, "Do we need more medical regulations?" Dr. Albers replied with an emphatic "No." He said: "What is needed is more cross-communications and education between the Aviation Medical Service and the flying public.

"A regulation must be fair and necessary, and the airman must understand and accept it as such, if it is to be effective. A little education and understanding will contribute more to safety than a lot of regulatory actions."

The Aviation Medical Service is not interested in developing "tough" medical standards; it is concerned only with safety. It is as much concerned with keeping people with physical deficiencies in the air, as long as they can fly safely, as it is with grounding people who have definite physical defects that are hazardous.

When asked if it were not true that the value of Medical Standards in aviation was being questioned by many pilots today, Dr. Albers replied that unfortunately this was true. He stated that effective and proven preventive medicine programs often slip into the background of public consciousness.

An analogous situation exists today with civil aviation medicine, which is, essentially, a preventive medicine program. We have lost sight of the significant and constant contribution of aviation safety achieved by day-to-day medical supervision of airmen through application of medical standards. A significant number of people with hazardous physical defects are kept out of the air and a rather large number of accidents, injuries, and fatalities thereby prevented.

Although we know loss of human life cannot be measured in dollars and cents, equating this human loss in terms of monetary loss will serve as a yardstick of comparison to demonstrate the magnitude of aviation medicine's contribution to aviation safety.

An analysis of the year 1961, based upon the actual number of applicants denied airmen medical certification and known accident rates, reveals that the number of fatalities and serious injuries prevented by the Aeromedical Standards and Certification programs equals a financial loss of $36 million for that one year!

This figure is grossly conservative since it is based upon the actual number of denials of applicants for medical certification, and does not take into account the preventive effect existing standards and regulations have in discouraging applicants with major defects from even applying for a medical examination. The extent of this latter effect can only be estimated, but may well be ten or more times higher than the number of applicants denied, that is, the loss prevented may well be equal to $360 million per year.

Dr. Stanley Mohler, Director of CARI, stands beside AC's medical research T-34. Right: Power supply and van that carries the data transmission ground equipment.

CARI T-34 Unique in Civil Aviation

The clean, smooth lines of the T-34 were obvious as the plane was rolled out of the hangar at the Aeronautical Center.

The white and red aircraft is a trainer-type used by the Navy during the 1950's but this one carried the FAA insignia and the words Civil Aeromedical Research Institute on its side.

The aircraft is operated by CARI, and as Dr. Stanley Mohler, Director of CARI, said, "While there are many T-34's, only one is devoted purely to medical research. This is the only plane of its kind in the world today.

The plane follows the Beechcraft Bonanza lines, but has extra strength for acrobatic work. It is a two-place single engine 225 hp airplane 25.9 feet long with a wingspan of 32.8'.

Dr. Mohler pointed out that this is a working aircraft and will not be used for transportation as such.

"It will be a research work-horse, he said, "and from it we expect to get a great deal of information we now lack on the human reactions to flight." He added that both FAA and industrial pilots have agreed to cooperate in a series of tests. Among them will be the electroincephalogram, electrocardiogram and respiratory measurements.

Others will be measurements of the body temperature, blood pressure, skin resistance (nervousness and anxiety) and all will be performed on various pilots under different flight conditions.

Cameras will be mounted behind the pilot to record the various instrument readings during the tests.

The various readings will be radioed to the ground where a recording device will tabulate the results.

The subjects will be given various drugs that can be purchased over the counter of a drug store.

Their physical reactions will tell CARI scientists a new story in this type of research.

"The airplane is a piece of research equipment which all branches of CARI will use," Dr. Mohler commented, "and therefore is administratively programmed by the Protection and Survival Branch."

The T-34 has a number of safety devices one being the inertia reel shoulder harness. It also have a cloth hood that can be used to cover the subject for the various tests.

The plane carries only a minimum of radio navigation equipment, but will operate on 30 electronic channels to transmit biological information.

Tail view of the T-34, world's only medical research aircraft, used to record pilot reactions in flight.

Back of T-34. Regarded as a piece of research equipment, it is part of Protection and Survival Branch.

In flight the subject finds himself in various attitudes; sometimes right side up, sometimes otherwise.

Service Pins Recall Start of Aeronautical Center

The Aeronautical Center as it is today. Below, its predecessor, the CAA Standardization Center when it was in National Guard Hangar, at Houston, Tex. During World War II the space was needed for military purposes and CAA was moved.

A flood of memories came to the front recently when several members of the Aeronautical Center family received length of service awards.

L. E. "Murph" Shedenhelm and Claude Gardner, who received 25 and 35 year recognition pins, and W. D. "Bill" Jones, who was given his 20 year pin last year, along with John Ott, another FAA employee, were among the pioneers in the initial development of the CAA Standardization Center and the FAA Aeronautical Center.

Early in 1941, Col. B. H. "Benny" Griffin, transatlantic instrument flier (New York to Germany), Jones and Shedenhelm, established the CAA Standardization Center in the National Guard Hangar, at the Municipal Airport, Houston, Texas.

The purpose was to standardize CAA Inspectors and Civilian Pilot Training Supervisors on inspecting mass pilot training programs, flight instructor procedures, instrument and multi-engine flight techniques in support of the Air Transport and Ferry Command's World Wide operations in the war effort.

Also, approximately 150 Coast Guard pilots were trained in instrument and multi-engine techniques for Air-Sea Rescue Operations. Col. Griffin was called into the Air Force early in 1942 and Shedenhelm and Jones continued to manage the operation as Director of the Standardization Center and Chief of Flight Training until Col. Griffin returned to the CAA in 1946.

In the early part of 1945, the National Guard sent word that they wanted use of the hangar the next year. A group of CAA officials, headed by Mr. William A. M. Burden, the Assistant Secretary of Commerce for Air, had conceived the idea of a central location for all major CAA warehousing and training operations.

Burden instructed Shedenhelm to conduct an investigation and report the suitability of the soon to be evacuated military facilities at Homestead, Fla., Nashville, Tenn., Augusta, Ga., Roanoke, Va., Eagle Mountain Lake (Ft. Worth, Texas), and Oklahoma City.

Shedenhelm recommended Will Rogers Field in Oklahoma City as the most satisfactory location because of its geographically central location, and flying weather, altitude, transportation facilities, educational institutions, transient and permanent living accommodations, apparent civic interest and support.

The recommendations were accepted and instructions were given to Griffin and Shedenhelm to coordinate the move to Oklahoma City with the Chamber of Commerce and City Officials.

On June 6, 1946, 42 families, 15 aircraft, 6 automobiles, 300,000 pounds of equipment and other government property was moved from the National Guard facilities at Houston to Will Rogers Field.

Many other dedicated employees of this original group are still faithfully serving the various facets of the amazing developments of the Aeronautical Center. A future issue of HORIZONS will tell of these people.

Early in 1946 Gardner, Ott and several other employees, moved the Signal Training Center from Ft. Worth to the Aeronautical Center.

Other facilities including the Central Depot from Ft. Worth, Texas, the Foreign National Training School from Kansas City, the Communications Training School from Seattle were later moved to Will Rogers Field.

The Aeronautical Center has developed into the only institution of its kind in the world today.

Will Rogers Field during World War II. Site was chosen because of geographical location, good climate, availability of transportation, living accommodations, etc.

The highlighted areas, with the exception of the warehouse at bottom of photo were the first areas occupied by the Center in 1946. Growth has been rapid.

CENTER IS SUMMER HOST TO STUDENT TRAINEES

A top flight group of University and college students served in the FAA Student Trainee program this past summer at the Aeronautical Center.

Twenty-one students took part in the program, and were assigned to the Accounting Division, Aircraft Services Base, Project Material Division, Control Systems Division, Operating Material Division and the Procurement Division.

The above photograph shows the fine type of young people involved in the training.

They are from the Project Materiel Division of the Installation and Materiel Division.

Left to right they are: Bob Hibler, and Herman Nichols, Central State College students, Sam Williamson and John Daniel, University of Oklahoma, Kenneth Kimbrough, Oklahoma State University and John Buckley, Notre Dame University; all will be juniors in college this fall.

Whenever possible, their work with the Division coincided with their chosen careers for the benefit of the Government as well as the students.

Much of the students' work has been making statistical surveys of PMD activities during the past year.

In addition, the students are getting a view of government operations. This will help them after graduation to decide if they wish to make government service their career, or as responsible citizens to know something of the mechanics of our government.

TICKETS BY TELETYPE NEW SERVICE AT CENTER

Calvin Davenport, Ass't. Chief, Accounting Division, Ken Stowe, American Airlines, and Fern Hughes of AC Travel Unit, watch machine transmit first ticket.

A revolutionary airline teleticketing service was recently introduced at the Aeronautical Center.

The first of its kind to appear in Oklahoma City, it transmits tickets by teletype from any major airline office to the AC Travel Section, there to be picked up by the traveler.

This new way of procuring airline tickets saves time for the individual as well as the Government since the usual method takes the employee's time either to go to the airport for the ticket or report early enough before the flight to pick it up.

Under the new plan the traveler makes his reservation, gives the reservations agent the Transportation Request number and asks that the ticket be sent by teletype to the Aeronautical Center no later than the date and time he specifies. He then reports the transaction to the Travel Section Officer and all that is left for him to do is turn in his T. R. and be on his way.

Gaddie's Brain Child

A new device to perform a complete analysis of the Radar Microwave Link Function Control Panel has been developed by Jim Gaddis, Depot employee. Gaddie developed a device which will reduce trouble analysis time on RML-3-RC Function Control Panels from about 20 hours to 10 minutes. Some 216 steps were required in the original process.

What's Your Aircraft IQ?

In last months Horizons, a picture of one of the FAA aircraft was published. This month we have again printed some pictures. See if you can give the proper identification of the planes above. The answer is printed upside down at the bottom of the page.

Did you know the planes? They were the Boeing C-135 jet and the Douglas DC-3.

INTERNATIONAL AVIATION AFFAIRS CONFERENCE

Pictured above are the Chiefs of the International Field Offices and PC personnel. L-to-r: Howard E. Sellers, Executive Officer; Raymond C. Woodward, Chief, Flight Standards Division; John A. Robertson, Pacific Theater Manager, International Field Office; Robert I. Gale, Director, Pacific Region; William E. Cunningham, Chief Advisor, IFO San Francisco; Joe E. Brandt, Chief, Air Carrier Branch, Flight Standards Division, Pacific Region; Phillip P. Hurst, Chief Advisor, IFO Manila; Carl W. Clifford, Chief Advisor, IFO Tokyo.

Shortly after assuming the responsibility for the San Francisco, Tokyo, and Manila segments of the Office of International Aviation Affairs, Pacific Region called in the Chief Advisors of the respective offices for a series of conferences.

Although the greater portion of the conferences was concerned with Flight Standards activities, the Chiefs were given briefings on many other activities. Personnel, Accounting, Budget, Supply, and Procurement Officers explained in detail the intricacies of the Region's operations in their respective fields.

The assignment of the San Francisco, Tokyo, and Manila offices to the Pacific Region was in line with the Agency program to decentralize responsibility and authority for operational functions. The day-to-day supervision of all field activities is being removed from Agency Headquarters and assigned to the regional organizations.

The Office of International Aviation Affairs, headed by Raymond B. Maloy, was formerly called the International Aviation Service. The new office has responsibility for giving guidance and assistance to all elements of the Agency at home and abroad with respect to United States international aviation policy, and will coordinate FAA activities relating to international aviation organizations and supervise FAA's participation in technical assistance programs under the Agency for International Development (AID).

"Where the Flying Fishes Play."

It hasn't yet been popularized in a song, such as "On the Road to Mandalay," but there are flying fish on Canton Island. In the accompanying photo, Acting Island Manager George W. Avery spreads the wings of one of the amphibious creatures he caught after it overshot the shoreline and landed on the beach. Avery is also Chief, Systems Maintenance Sector, Plant 204. Mrs. Avery (Julia to you) is the head nurse in the Canton Island Medical Center.

Padre Finds Parallel to Living In Air Navigation Procedures

(The following story, by Chaplain V. J. Ivers, appeared in the July 26 issue of PATROL, a publication of the United States Naval Submarine Base, Pearl Harbor.)

It's on the eighth floor. The whole facility is air conditioned. The place is dimly lighted. The staff consists of five well trained men. Their specialty is helping people they do not see; helping people they do not even know.

I visited them this past week at the facilities of Honolulu International Airport. These are the radio and navigation experts who guide the huge airliners of Pan Am, United, Qantas, and others across the vast expanses of the Pacific to their destinations: Tokyo, Sidney, Guam, Manila, the Fijis, and Honolulu, as well as those moving eastward to the mainland.

The whole process, involving as it does, radio, radar, celestial navigation, weather, etc., is quite impressive.

I could not help but think during my visit how similar life is: a journey which has a beginning and which has, after due course, an end.

Life is filled with many uncertainties, by the unforeseen, with sacrifices large and small. Yet all through life each of us is afforded the navigational helps of conscience, common sense, the experience of others who have gone before us, to guide us along the right track.

The man who gets "off the beam," does so, it would seem, through sheer carelessness. "Pilot error" accounts for most of the sad occurrences.

To live in accordance with the rules and best procedures: this is the mark of a mature man.

For him the happenings of life are like an adventure, a moving from happy to even happier experiences and events. God's blessing goes always with that man who is a good captain of the ship of his life.

NEED PHOTOGRAPHS?

A story about your facility or about an activity (social, sport, etc.) can be enhanced considerably with a photograph or two. An otherwise prosaic yarn can be appreciably vitalized with a photograph. Photos, to be of value, must be glossy, with fairly good contrast. Within reason, Regional Headquarters can provide the services of a photographer to take photos. Don't hesitate to ask.

JOSEPH B. NESTOR IS CHOSEN FOR PAC MANAGEMENT ANALYSIS POSITION

Joseph B. Nestor, lately of the Washington, D. C., and Oklahoma City offices of FAA, has been chosen as Chief, Management Analysis Division, Pacific Region. He succeeds J. Gordon White, who resigned last summer to return to the mainland.

Nestor will be the principal advisor and staff assistant to the Director in the overall management of the Region, and will be responsible for planning and administering a full-scale management analysis program. In Washington and Oklahoma City he was Executive Officer of the Aviation Medical Service, having served in these posts for the past three years.

Prior to joining the FAA, Nestor served with the Department of the Air Force for twelve years; he also served in the U. S. Army Air Forces from October 1941 to June 1948. Joe graduated with a Bachelor of Science degree from the University of Maryland. He is presently doing graduate work on a Master's Degree in Political Science.

Joe Fisher Arrives From Alabama; Becomes Pacific Region P&T Chief

Although Joe Fisher came to the Pacific Region from way down deep in Alabama, he is not exactly new in the area. An ex-Marine, Joe spent fifteen months of his three year tour with the Corps at the now inactivated Ewa Marine Corps Air Station, which was used widely during the war and located beyond Pearl City on the way to Barbers Point.

He has been named Chief of the Training and Employee Development Branch, Personnel and Training Division.

Joe comes to the Federal Aviation Agency from the U. S. Army Missile Support Command, which is based at Huntsville, Alabama, where he spent five and one half years as Deputy Chief, Training and Development Division.

He is a graduate of Penn State University where, after receiving his Bachelor of Arts degree, he taught English Composition, did informative writing, and served as Publicity Director of the Hazleton, Pennsylvania, Center of Penn State University.

In his new role with FAA, Pacific Region, he succeds Lawrence M. Bott.

Bott was selected for a position at FAA Headquarters in Washington, D. C.

Lihue (Kauai) FSS Is Patronized by Most Private and Military Pilots

The Lihue (Kauai) FSS, because of its convenient location, is patronized by almost all of the private and military pilots who touch down at Lihue Airport. Airline pilots, also, have taken to dropping in on a daily basis. As a result of this close contact, we, here at the Flight Service Station, get to know how many of the pilots feel about the services provided by the FAA. Just about all flight plans filed with the Lihue FSS are filed in person, and any Flight Service Specialist who has briefed pilots on the telephone, and in person, will agree, I'm sure, that the personal briefing is mutually more pleasant, most of the time. The pilot who comes into the station doesn't seem to mind when requested to stand by while you answer an aircraft or acknowledge a message on teletype. However, the same pilot would probably get burned up if told to stand by three or four times during a telephone briefing. A personal briefing can be more comprehensive. The pilot can be shown the location of warning and restricted areas along his flight plan route, areas where jet aircraft make penetrations, and location of VOR ground check points. If deemed necessary, a Specialist can assist the pilot in plotting a dead reckoning course.

General aviation continues to grow at a greater rate than that of airline or military flying. More and more private pilots with a minimum knowledge of navigation and weather fly across the channels.

It is important, therefore, that facilities which serve the little fellow be conveniently located. If he is even forced to climb a couple of flights of stairs to file a flight plan, he will resort to the telephone.

Bill Clark

FAA NEWS - HILO CS/T-- WILLIAM HADDON KILLED

(Editor's Note: The following was written by an Air Traffic Control Specialist in the Hilo (Hawaii) Combined Station/Tower. It pretty well expresses the sentiment of all who knew Bill Haddon, who was killed on a flight from Hilo when his plane crashed in a ravine a couple of hundred feet from the top.)

It was to be just another easy and pleasant flight from Hilo, Hawaii to Honolulu, Oahu, that Tuesday morning, but fate had other plans. Those plans included the lives of three men. Fate took the lives of those three men and the plane they were flying, leaving their bodies on an almost sheer cliff in beautiful (from the air) Waimanu Valley, not far from Upolu Point on the Hamakua Coast of the Island of Hawaii. It was sudden—perhaps mercifully so—but it was sudden.

William S. Haddon, Air Traffic Control Specialist, Hilo CS/T, was one of the three. Cigar-smoking, ex-Texan Bill, on his way for some leave time in Honolulu, never made it. Many of us are still trying to figure out what happened on that final flight. The theories are many but no one knows for sure. And it appears that we'll never know.

A whole page could be written about the task of attempting to recover the remains of Bill and his flying companions—For a time it seemed as though Bill might remain forever in that green and lonely valley but his body was recovered and laid to rest in the National Memorial Cemetery of the Pacific in Punch Bowl Crater, Honolulu.

Thinking about it sort of leaves one with an empty feeling—a feeling of hopeless finality. Yet, ironically, Bill wanted to settle in Hawaii permanently. He was an airman, as well as a flyer and, like all flyers, while having a keen awareness of danger, he nevertheless appreciated the special beauty of flying experienced only by those who fly. Waimanu Valley—true—is treacherous, but it is also beautiful—just as flying, while not without certain inherent dangers, can have its moments of sheerest beauty. We like to think that mayhap fate had its hand in choosing a spot possessing both these elements—forbidding, yet beautiful Waimanu Valley—as a fitting place for Bill's last takeoff.

Specialist Is Golfer, Pilot and Coin Collector

The last time you looked into the smiling face of the young man pictured above you may have received a lecture at a military science and tactics school, you may have had some liberty cancelled in South Korea, or it may have cost you the price of a parking ticket or other traffic violation. This time it costs you absolutely nothing.

The above is just our way of introducing affable, good looking Melvin R. Ferrera, who has joined the FAA Pacific Region's Compliance and Security Division, as a Physical Security Specialist. (He offers the comment that this has nothing to do with stopping the expansion of waistlines.) Mel's assignments during his military career read like a Hawaii Visitors Bureau travel folder. His citations and accomplishments are equally impressive.

After graduating Cum Laude from UCLA with a degree in Political Science, Mel, as a Second Lieutenant in the Military Police Corps, completed training at Fort Gordon and was designated the honor graduate. He completed the Criminal Investigation Course at Oberammergau, Bavaria—again at the top of the class.

During a distinguished career he received the Air Medal with Oak Leaf Cluster; Army Commendation Medal; Good Conduct Medal; American Defense Service Medal; Asiatic-Pacific Campaign Medal with Eight Battle Stars; American Campaign Medal; Victory Medal; Occupation Medal; Armed Forces Reserve Medal; National Defense Service Medal; Philippine Liberation Ribbon; and the Philippine Presidential Citation.

Among his hobbies, Mel lists golf (he hits in the eighties), and coin collecting. He also has a private pilot license, and has 150 hours to his credit.

Pacific Region Personnel Form Toastmasters Club in Honolulu

Here are officers of the newly-formed Pacific Region Toastmasters Club. Left to right: Sanders, Caldwell, Mow, Henderson, and District 49 Governor Charles Sakaguchi. (Not shown: Donovan Harby, Vice Pres.)

With strong backing and encouragement from Regional Director Robert I. Gale, Pacific Region employees have formed a local unit of the Toastmasters Club. The group, composed primarily (but not limited to) Headquarters personnel, got off to a fine start with Charles Sakaguchi, Governor of District 49 of Toastmasters International, giving guidance to the group, and acting as overall critic during the formative stages.

John C. Mow, Management Analysis Division, who was elected President of the Club, known officially as FAAPAC Toastmasters Club, has had a great deal of experience as a member of Toastmasters.

Other officers elected were: Donovan Harby, I&M Division, Educational Vice President; James O. Sanders, AT Division, Administrative Vice President; Richard F. Caldwell, Jr., Honolulu Tower, Secretary and Treasurer; and Hal D. Henderson, AT Division, Sergeant-at-Arms. The Club meets Wednesdays for noon luncheon.

Awards Pay-Off

Pictured above receiving awards from Regional Director Robert I. Gale are, left to right: William C. Benning, Flight Standards Division; Walter Amano and Elaine T. Tanaka, Air Traffic Division; Clyde A. Carson, Flight Standards Division; Grace O. Inouye, Air Traffic Division.

INTERNATIONAL AIRPORT FA'A SAMOA

Left: The Fan Marker on Tutuila is on center-line extension of Runway 5-23, and sits atop a hill 1.7 miles from approach end of Runway 5, approximately 360 feet above the level of the runway. Over 125 feet was chopped off the top of the hill to establish a safe glide path to the runway. Center: Receiver Control Station near Pago Pago International Airport is shown during the construction stage. Right: Transmitter Building. The foundation of this building sits on solid rock.

Not many airports make the jump from a practically abandoned war surplus airstrip, to a full-fledged jet airport. Yet, Pago Pago International Airport, FA'A, Samoa, is doing just that. ("FA'A" does not stand for Federal Aviation Agency, but for "style.")

During World War II, a very active facility was maintained on the Island of Tutuila, American Samoa. With the passing of military need, the facility slowly retrogressed, the only traffic being an occasional transient, plus some interisland flights. The biggest customer was the weekly DC-7 run by one of the American flag lines, island-hopping its way through the Pacific.

In 1956 the first tentative steps were taken to give America a jet-type terminal in the South Pacific, but it was not until 1962 that the plans started to become a reality. The Government of American Samoa, the Department of the Interior, and the FAA have united in a joint venture to produce an air terminal worthy of its International rating. In July 1962, the airstrip, constructed by the Government of American Samoa, was opened to jet traffic. A full 9000 feet long, and lighted for night operations, the strip is the best in the South Pacific. Many obstacles were faced and overcome in the course of its construction, not the least of which were construction of a coral and lava fillout into a lagoon to provide the needed length, and the whittling off of the top of Logotala Mountain to provide an acceptable glide slope for the approach from the south. A modern terminal, with all the facilities normally found in such structures, but patterned after, and retaining the charm of a thatched-room Samoan "fale," is currently under construction by the GAS, and will be ready for use within a few months.

Even before the airstrip was completed, the FAA had started construction of the related VORTAC facility, which was commissioned last December. Many and varied were the problems connected with construction. Shipping schedules were upset by the drydocking and repairing of ships that customarily call at Pago Pago. Breakage and theft ran high, and short-shipping was by no means unknown. In keeping with GAS policy initiated by Governor H. Rex Lee, only Samoans were hired for every position they could fill, even though partially qualified. This program is aimed at training a capable body of Samoan journeymen in all trades so that on-going maintenance and construction can be accomplished with a minimum of outside help and a maximum of benefit to the local economy.

Construction of the Receiver/Control and Transmitter buildings was started last fall. The first step was to remove the heavy tropical jungle that covered the entire area; this was undertaken by the GAS under contract to FAA. Since the two sites are separated by nearly two miles, for technical reasons, it was also necessary to clear and construct a connecting road. The difficulty of the operation was compounded by the fact that this area is basically a lava flow, and all excavation had to be done in solid rock.

The buildings are complete, and installation of equipment is under way. Modern and self-sustaining in every respect, they include standby power generators, apartment-type kitchen facilities, and storage, maintenance, and operational areas. They are completely air-conditioned. When equipped, this complex will furnish air communications services previously not enjoyed in this part of the world. It will be a striking example of FAA service to air commerce.

Manager Joe Getler and Edwin K. S. Chun discuss details of VFR Flight Following Service Chart. Club members making cross-country flights must file FVFR.

Hickam Aero Club Eyes Hawaiian Skies

With a membership of 336, a fleet of 12 modern aircraft, and seven instructors, the Hickam Aero Club at Wheeler Air Force Base is the most active flying club in Hawaii. Founded in 1954 with two aircraft, the club today is an FAA-approved flight school providing flight instruction to qualify applicants for ratings from private through air transport.

Membership is limited to military personnel and dependents, and certain Department of Defense civilians. Six of the flight instructors employed are civilians. The club is self-sustaining, financially, with non-appropriated funds derived through club membership.

Four new aircraft have been purchased this year in an attempt to keep pace with the growing membership. Each month an average of fifteen flight students obtain their private pilot ratings.

Club aircraft are in constant demand, and fly over 1,000 hours years. Daily scheduling includes forty local training flights in the practice area of Kipapa and Kunia. In addition, three or four cross-country flights are made daily to Maui, Molokai, and Lanai.

Club regulations require VOR training prior to cross-country flights in both ground school and over the Sanderson Course. Another mandatory regulation requires students to file a FVFR flight plan with the Honolulu FSS on all cross-country trips. Students making their solo cross-country flight file round-robin flight plans and make touch-and-go landings at Molokai and Lanai. Preflight briefings are obtained from specialists at the FSS by telephone, and flight plans are filed through the Army Operations office at Wheeler AFB. Once airborne, pilots contact Honolulu Radio to report their progress at designated Flight Following checkpoints. FSS specialists follow flights closely to provide flight assistance in the form of updated weather and NOTAM information and, if the need arises, VOR orientation procedures.

Tom Moore, Supervising Flight Service Specialist at Honolulu International Airport, is especially helpful to the private pilots. Tom is the Specialist who gave a comprehensive route and weather briefing to transPacific flyer Betty Miller prior to her departure from Honolulu on her 7210-mile flight from Oakland, California, to Brisbane, Australia, in total flying time of 53 hours, 52 minutes. Betty, from Santa Monica, California, later received a citation from FAA Administrator Halaby and an audience with and personal congratulation from President Kennedy.

The flight line of the Hickam Aero Club, based at Wheeler Air Force Base, Oahu, consists of three Cessna 172s; eight Cessna 150s; and one Twin Beechcraft BE18.

Controller Recalls Original Communications Procedures

By Bob Culp

Phraseology was really no problem when air traffic control had its beginning. A controller, usually stationed at the end of the runway or on top of a hangar, waved his arms, flags, or whatever was handy to indicate that it was safe to take off or land. This all proved fairly effective, as some of our older controllers will tell you, but then, in 1930, a young engineer complicated things by putting a radio in the Cleveland Tower.

At first, radio was utilized only for aircraft and vehicles actually on the ground or in the landing pattern, but gradually its usefulness in air traffic control began to be realized. More and more controllers began utilizing it with such phraseology as "Let 'er roll," "dump 'er," or even perhaps, "Y'all climb." Each controller had his own, and as far as he was concerned there was still no problem.

Basic radio communication was found to be a pitfall, and the need for a standard phraseology became apparent. A study was conducted among pilots and controllers, and from this there gradually emerged a new language. The advantages soon became obvious, and it was put to use in every part of the air traffic control system.

Now radio began to take its rightful place in air traffic control, and gradually, as the pilots began to know and understand this new 'phraseology' it became to controllers an essential tool.

Phraseology reduces congestion—it's a working language built of words and phrases easily understood by both controller and pilot. In a busy tower or air traffic control center, a controller speaks two hundred to three hundred words per minute with very few "say agains." How has phraseology proven itself? It has been found that the most important factor in pilot/center (or tower) communication is "expectedness." When words are familiar, the message is understood at a much lower signal quality and at a higher rate of speed than when either words or content were unexpected.

Phraseology is the air traffic controller's language; they know it thoroughly and use it wisely.

POPULAR HONOLULU ARTCC WATCH SUPERVISOR IS TRANSFERRED TO GUAM

A bounteous ten-course Chinese dinner, replete with all the trimmings, and embellished with all possible condiments, was the order of the day when some half a hundred personnel gathered to give genial Ed McCarter a rousing sendoff on his way to Guam. Ed, for years a watch supervisor at the Honolulu Air Route Traffic Control Center, was selected for the position of Assistant Chief, Guam CERAP.

Prior to his duties with the Control Center, Ed was a communicator.

In conjunction with the well-wishing for Ed McCarter, Center personnel took advantage of the opportunity to gather 'round the festive board, to co-honor Stanley Stooksberry, an Assistant Controller, who accompanied McCarter to Guam from the Honolulu ARTCC.

Also, Fred Benedict, who was a controller at the Honolulu Center for several years, but who had finished a stint in the New Orleans and Miami Centers, was passing through Honolulu on his way to Guam.

And, as if this wasn't enough, the announcement was made on the day of the party that Dave Traglio, Coordinator, had been selected to fill the vacancy caused by Ed's leaving.

Thus, the boys at the Honolulu Center really had a reason for the celebration and merriment. And they really don't need much of a reason, you know.

A portion of the crowd which attended the Honolulu Center dinner party to honor ARTCC watch supervisor Ed McCarter prior to his departure for Guam. The party was held at the Hon Kung, popular Chinese restaurant.

The guest of honor, popular Honolulu ARTCC watch supervisor, and his charming wife, Mae, relax before dinner.

The number two guest of honor, Stanley Stooksberry, and his wife Donna (above), and Fred Benedict and his wife Ruth. All are en route to new duties in Guam.

Frank Trigilio (left photo) appears deeply concerned while Robert Schwingen seems more relaxed, listening to Ed McCarter. Dave Traglio, although having taken off from favorite pastime of bowling (two perfect games), appears happy at the party for McCarter; and he should be. He was advanced to vacancy left by Ed.

HIGH PERFORMANCE, GOOD SUGGESTIONS PAY OFF

Many personnel in the Pacific Region are cashing in on the cash available for Outstanding Performance Ratings, Sustained Superior Performance Awards, and for Suggestion Awards. The Recognition and Awards Committee has been kept busy during the past summer processing the recommendations for the various awards.

Following is a list of personnel from the various Regional Divisions who have received Certificates for Sustained Superior Performance, accompanied by cash in varying amounts from $100 to $350.
Flight Standards Division: Leonis Karatti and Clyde A. Carson.
Installations and Materiel Division: Geraldine R. Anderson, Edward R. Keiber, Simeon F. Provencher, and Susumu Shinagawa.
Personnel and Training Division: Louis B. Gettman; Stephen P. Souza.
Systems Maintenance Division: Francis F. Oka.
Air Traffic Division: Walter Amano; Ruby A. Gilman; Grace O. Inouye; Elaine T. Tanaka; Willis S. Cannon, Jr.; Sandra L. Hope; Stanley D. Anderson; Elaine Y. T. Cho; Margaret H. Sakata; Gordon C. Pearson; and Donald H. Long.

Along suggestions lines, the following received cash in the amounts stated: Ronald E. Bereman, Air Traffic Division, $50 for an improvement of operation-navigation aids status board; Manford M. Eguchi, Systems Maintenance Division, $75 for a safety improvement and simplification of working conditions on the ASR cabinet dome operation; Forrest B. Miller, Air Traffic Division, $25 for a VHF/DF azimuth indicator modification in the Honolulu IFR room; Mandel Moskow, Air Traffic Division, $50 for teletype flight modification messages-VFR Flight Following Flight Plans; Herbert L. Foster, Systems Maintenance Division, $25 for improved control of alarm delay time in a monitor amplifier for one of the Region's electronic devices; Noboru Nakao, Systems Maintenance Division, $25 for suggestion that a germanium crystal diode be installed in place of a vacuum tube in a transmitter. (This suggestion was adopted Agencywide, and the award was accompanied by a Certificate of Award signed by Administrator Halaby); Francis F. Oka, Systems Maintenance Division, a total of $125 for two suggestions—one for a system for reducing the high operating temperature of the azimuth indicator unit of a direction finder, and one for the installation of a plastic protective cover over relatively high voltage terminals of a piece of test equipment; Robert B. Bolden, Systems Maintenance Division, $25 for the development of a test panel for maintenance and circuit analysis of a visual coordination system; William C. Benning, Flight Standards Division, $100 for the development of an orientation manual for new employees to Flight Standards positions. (This suggestion originally applied only to a small segment of Flight Standards at the Aeronautical Center, but Benning was extended at the Center to make the manual apply to all Flight Standards positions. The award was forwarded from the Center.); L. E. Bender, Flight Standards Division, $100 for a recommendation for development of Agencywide procedures for calibration and maintenance of Flight Standards test equipment. (Bender also received a Certificate signed by Administrator Halaby.); Ronald H. Inefuku, Systems Maintenance Division (Guam), $15 for improving the operation of a frequency shift exciter. He also received a Certificate of Award signed by Mr. Halaby.

The Recognition and Awards Committee hastens to point out that there is still a large hunk of loot available for suggestions, and urges all to suggest, S U G G E S T, S-U-G-G-E-S-T!

Systems Maintenance Looking Toward Technological Perfection

Increased performance by each employee of the Systems Maintenance Division in the Pacific Region has become the watchword of the day. The requirement for a lean, clean, and keen operation over the last several years has caused the Division to make some realistic evaluations of the modus operandi, and brought about changes to our current practices and procedures.

In FY 1964, the Systems Maintenance Division will be required to operate with a staff of 11.1 percent less than that developed by the standard Washington formula based on the actual facility equipment to be serviced. In order to meet these conditions and still insure that the output product quality remains the same, or is further improved, the Division is continuously searching for means of improving job performance.

As an example of progressive updating, the following is cited: performance of technical maintenance was formerly based primarily on inspection and measurement of each component item of a system; however, because each item of a system contributes to the overall functioning of the system, inspections and measurements are now made across the entire system, and any deterioration of efficiency is traced to the specific malfunctioning component. This eliminates the time and effort spent in checking individually each component (which, in a predominantly large number of cases, is performing satisfactorily, anyway).

Other areas for improvement of performance have been explored, with gratifying results. Some of these involve selecting the most qualified personnel for the job; performing formal and on-the-job training on a need-to-know basis; elimination of equipment requiring maintenance not justified by usage rates; rescheduling maintenance test periods to eliminate unnecessary work; and comparison of repair and maintenance costs against replacement with new equipment.

Future plans of the Systems Maintenance Division call for the use of data automation. The Division has barely scratched the surface of this technique in streamlining the reporting and analysis of the many and widely distributed facts related to the maintenance problems. Data automation, if properly applied, will give guidance toward shifting emphasis from less important functions to overall improvement of the vast systems requirements in an age unprecedented in challenges to human and equipment resources.

Thirty Years on an Island

The combined tenure of the three employees shown above represents over thirty years of service on Canton Island. From left to right, they are: George Maliikapu, Heating Equipment Mechanic Leader, twelve years on Canton; Bunkichi Uehara, nearly ten years at the time he transferred to Wake a couple of months ago; and Seijiro Matsuoka, Electrician Lead Foreman, with 12 years of service on Canton.

LARS L. JOHNSON CHAIRS RECOGNITION PROGRAM

Lars L. Johnson (l.), Director of Aviation for the State of Alaska, has accepted the chairmanship of the committee to select Alaska's outstanding maintenance men in Air Carrier and General Aviation. He is shown here with (L to R) George S. Edmonstone, Wesley H. Brubaker, and Frank Borys of the Federal Aviation Agency's Flight Standards Office, discussing the ground rules for the "Man of the Year" campaign which is now underway.

In accepting the chairmanship, Johnson stated: "On behalf of Governor Egan and myself, I wish to express how pleased I am to serve as chairman of this selection committee. The history of Aviation and Alaska are closely intertwined and anything that we can do to give recognition to the men and women who work in the air industry seems in our best interest. I wish to commend Mr. Halaby for instituting this fine recognition program."

"A Good Time Was Had by All"

Ned and Rush Shelton, two members of the Civilair Club sponsored trip to Yakutat, pause as they are greeted by the Tlinglit Indians.

ON BOTH YOUR HOUSES

By Ormond Robbins

("I'm not too worried about competition from James Bond. The guy is an epicure."—*Mickey Spillane, creator of Mike Hammer.)*

Though Bond, I think, is stealthier and subtler,
At ease with Russian borscht or British butler,
One can respect the bald approach of Hammer,
Whose temper is as brutal as his grammer.

Still, both are good with chloral, bomb and truncheon
In scenes we sometimes think about at luncheon;
So when the submachine guns snarl and stammer,
Who gets the reader's ballot—Bond or Hammer?

Why, as to that, my simple heart rejoices
That it's of little moment what the choice is;
For here's the thing about this kind of drammer:
That hammered Bond is much like bonded Hammer.

Sidney V. Stone's Coolheadedness Helps to Save Young Boy's Life

A relieved father has expressed his gratitude to military authorities and Sidney V. Stone, an FAA Flight Standards Inspector at Fairbanks, who were responsible for lifting his seriously ill son into Fairbanks for an emergency operation Tuesday, August 6.

Jay Schikora, 13-year-old son of Fred J. Schikora of Sandvik Street, College, was flown by Army helicopter from Ft. Greely to Fairbanks for an emergency appendectomy at St. Joseph's Hospital.

After surgery at 8:30 P.M. Tuesday, the boy was listed as "doing real good," by a nurse at the hospital this morning.

The boy was en route home from Anchorage with his mother and two brothers when he became sick. His mother stopped at Paxson Lodge on the Richardson Highway to phone the boy's father and to seek aid.

The father said this morning that Sidney V. Stone, who was at the Paxson Lodge at the time of the incident, "was very helpful. He went out of his way to be nice, and I'm very much indebted to him."

Stone's father died of a burst appendix. Recognizing the symptoms, Stone drove the sick boy and one of his brothers to Ft. Greely while Mrs. Schikora followed in another car. After Jay and his mother were aboard the helicopter, Stone drove the other two children to their home in Fairbanks.

Airworthiness Certificate Issued

The Federal Aviation Agency in Anchorage has issued a certificate of airworthiness for a locally developed and manufactured fuel cell to increase the range of small aircraft. Mr. Wesley L. Stoddard, the manufacturer, points out a feature of the 13-gallon tank to David Beyer, Chief, Engineering and Manufacturing Branch, Alaskan Region's Flight Standards Division who approved the design. In the center is the rolled material from which the tank is made.

FAA OPERATES MIDDLETON ISLAND'S WHITE ALICE

The troposcatter system at Middleton Island is the first of its type to be operated by FAA.

On September 1, the Alaskan Region assumed responsibility for the operation and maintenance of the Middleton Island White Alice facilities, taking over from the Defense Communication Agency. "This is the first facility of its type operated by the FAA," said Richard C. Young, Chief, Systems Maintenance Division, who will be responsible for maintaining the system.

The troposcatter system is different from other communications systems in that reception at the distant point is dependent upon minute amounts of radio energy which are scattered downward toward the earth from random irregularities in the troposphere caused by turbulence. The troposphere is the portion of the atmosphere extending from the earth's surface to an altitude of about 12 miles. Normal useable range of the system is from 50 to 300 miles.

The link between Boswell Bay and Middleton Island employs equipment designed to operate in the 700 to 900 megacycle band. Each transmitter installation radiates one kilowatt of power using a circular parabolic antenna 30 feet in diameter. This one link is capable of handling a large number of voice and teletypewriter channels simultaneously with no interference between channels.

Civil Air Club Enjoys Summer Picnic

A beautiful day, plenty of food, and a well organized entertainment program helped make this club venture sheer pleasure for all picnickers.

Mrs. Pedersen Briefed Before Takeoff on Trans Polar Flight

Jay A. McCausland, Supervising Inspector of the FAA at Fairbanks Flight Standards District Office, right, discusses preflight items with Mrs. Einar Pedersen, center, first woman Polar pilot. Looking on at left is Hugh Erminger, FAA Electronics Inspector at Fairbanks. Mrs. Pedersen started her journey across the North Pole from Fairbanks on Monday, July 29, 1963.

New Personnel Relations Officer Reports in from the "South 48"

Robert J. Lawler is the new Chief, Personnel Relations Branch, Personnel and Training Division, Alaskan Region. A former resident of Clovis, New Mexico, Lawler arrived in Alaska August 1, to take over his new duties.

A graduate of Saint Ambrose College, Davenport, Iowa, with a B. A. Degree in Journalism and English, Lawler has a background of more than ten years in employee relations work with various military agencies.

His wife, "Chea" expects to join him in Alaska by December of this year.

The family airplane is no novelty in Alaska. Here Mrs. Ila Adams contacts the Farewell controller to get a clearance for departure.

Another husband and wife team. Mr. and Mrs. Leland Adams retrace the route they just completed to Seattle and back in their plane.

Robert Allen, a student pilot stationed at Farewell, inspects his plane before logging more hours. Below: This line of aircraft at Farewell demonstrates the interest of station employees in flying.

STATION ON WINGS

The first thing that registers on a visitor upon landing at Farewell Station, after a trip over towering mountains and rugged scenery, is the vastness and isolation of the surrounding country. Without any connecting roads to other areas or towns, the importance of aviation in maintaining this station suddenly strikes home.

Flying is really the only means of transportation in this part of Alaska and owning a plane is not a luxury but almost a necessity. Five privately owned planes on the Farewell field bear witness to the air activity and interest of the station personnel.

"A station on wings is truly appropriate for our Farewell facility," Station Manager Raymond Harry remarks. "We have the flyingest personnel in the Alaskan Region with 65% of our employees flying in their off duty hours."

With a potential total of 14 adults at the station, six out of nine men are flying and three out of five wives are taking flight training. This leaves only five adults not taking flying instructions, working on certificates or piling up the flying hours.

Leland I. Adams, Facility Chief, private pilot for many years and owner of his own aircraft has encouraged his wife, Ila, to take instruction. Mother of three children, ages 1, 2 and 3 years, Ila has soloed and plans to fly through the winter months and meet the qualifications to get her private pilot license. "I love flying and like it better alone," says Ila Adams. "I recommend flying to other women as it is a wonderful outlet. Since I have learned to fly by myself, flying with my husband is more enjoyable as I can now read a compass, a map, and understand the things that are so important to a pilot."

Another husband and wife flying team owning their own plane is Herschel Clark, Station Mechanic, and his wife Audrey, the clerk-typist for the station. Audrey has also soloed and says, "The safety factor of being able to fly is an ace in the hole if needed while flying with my husband."

Richard S. Smecko, air traffic controller, and his wife, Judy, are also both joining the crowd and use their own aircraft.

George Ingram, air traffic controller, Robert Allen, electronic technician, and Howard Anderson are all upholding the air interest at the station.

This enthusiasm and interest in aviation of the folks at Farewell makes them more knowledgeable about flying and helps them render a better service to those pilots in passing aircraft who call in, "Farewell radio, this is . . . ."

Orville Wright flies "Dayton Flyer" at Kitty Hawk.

THE STORY OF FLIGHT

Left: America's first woman pilot, Blanche Scott, poses after her first solo flight in 1910. Right: Glenn Curtis flies his "June Bug" over 2000 yard course.

An early flying enthusiast, Theodore Roosevelt (left), sits next to Arch Hoxie of St. Louis before the takeoff.

Pilots stand in front of bi-winged trainers, lined up on English field during First World War.

The SPAD, French-built, was the Allies' best fighter during World War One. Americans piloted these planes in air combat because U.S. did not have an operational fighter ready for overseas duty.

Left: "Captain Eddie" Rickenbacker was America's leading ace with 21 enemy aircraft and three balloons destroyed. Right: Boeing seaplane carried first air mail between Seattle and B.C.

(Ed. Note: Two part series commemorating 60th Anniversary of Powered Flight) Part I.

Sixty years ago on a lonely, sandy beach at a place called Kitty Hawk, North Carolina, two brothers named Orville and Wilbur Wright, flew a fragile "heavier than air machine" in what is recognized as man's first powered flight.

Triumphantly, Orville wired his father in Dayton, Ohio: "We have made four successful flights this morning, all against a 21 mile wind. We started from the level, with engine power alone."

The date was December 17, 1903. "Two ambitious bicycle mechanics from Dayton," the New York Herald reported, "had flown their 'Dayton Flyer' at a height of 60 feet for 60 seconds."

Their flight was the culmination of the dreams of all men who had ever studied the birds in flight and wondered if some day man, too, would fly.

The Wrights were not the first to dream of flight, or to experience its sensations. Balloonists and glider pilots many years before had savored the thrill of soaring through the air—if only for a few brief moments. To credit any one of them with being the first to fly would be a disservice to the many down through the centuries who "tried their wings."

Concepts of flying are related in ancient Greek Mythology. Recapturing the spirit of all men who ever wanted to fly is the myth of Daedalus and Icarus, who were imprisoned by King Minos of Crete. Daedalus, the father, fashioned wings of wax with which he and his son escaped their prison to fly to Sicily. Daedalus warned Icarus not to fly too high because the sun would melt his wings. Heedless of this advice, the son flew ever higher until his wings dropped off and he fell into the sea. The father, keeping to the lower altitudes, reached Sicily safely.

The idea of flying was not the province of dreamers and story tellers alone. Early scientists pondered the problems of flight and designed crude machines and gliders based upon their studies of "birdlike motions." In the thirteenth century, Roger Bacon speculated that "the air was a kind of fluid upon which an aeriel vessel might float." Later, Leonardo da Vinci filled countless note books with detailed, practical ornithopter sketches.

The first significant flights were made in 1889 by Otto Lilienthal, a German engineer. Based upon his observations of birds, Lilienthal designed huge wings which carried him distances of 400 feet "utilizing the properties of air" he explained in his book *Experiments in Soaring*.

There followed a period which saw some of the strangest winged contraptions ever conjured up in the mind of man. Vaguely resembling birds, most were a maze of struts, wires, and cloth, powered by steam or muscle power. The fact that none of them ever got off the ground did not deter the early designers in their rush to perfect a flying machine.

Balloonists and glider buffs were having a better time of it. A wealthy Brazilian, Alberto Santos-Dumont, had gone to France at the turn of the century, and was making regular ascents in his giant balloon. In this country, Octave Chanute made numerous flights in his bi-winged glider.

Across the Atlantic, the Europeans were equally struck by the flying fever. The man who captured the imagination of all was Louis Bleriot, a Frenchman who piloted his 28 horsepower machine across the English Channel from Calais to Dover in 1909.

Close on the heels of the Wrights in designing a machine that would fly was Glenn Curtiss. On July 14, 1908, he piloted his "June Bug" over a 2000 yard course and won the Scientific American Trophy. Later, Curtiss won a $10,000 prize offered by the New York Herald for piloting his June Bug from Albany to New York City, a distance of 150 miles. The flight time was two and a half hours.

Flying really came of age during the first World War. The sport of daredevils suddenly received the attention of the warring governments in Europe. The value of the airplane as the "eyes of the artillery" for directing fire and for reconnaissance was quickly recognized.

At first the war did not touch the aviators on either side. They waved to each other in passing. They were members of the fraternity of the sky, aloof and far removed from the dirty war being fought in the trenches below—that is, until one day somebody pulled a gun and started shooting.

In quick succession, the planes of the Central Powers and Allied forces were equipped with crude guns for carrying the war to the skies. Later, machine guns, synchronized to fire through spinning propellers, were mounted on the aircraft and the first "dogfights" began in earnest.

Although the first World War seems to have been fought a long time ago, the names of the early "Aces" are known to young and old alike: Von Richthofen and Udet of Germany; Fonck and Guynemer of France; Bishop of Canada; and Rickenbacker of the United States. These were the knights of the blue who dueled above the battlefields in their Fokkers, Albatrosses, Sopwith Camels and Spads. They, and their comrades in arms, proved the worth of the airplane as a first line weapon of war.

Following the Armistice, the competition for records began in earnest. All over America, barnstorming gypsies in their "Jennies" thrilled crowds at air shows with their daring airmanship. Suddenly all America had caught the flying bug.

Some sober airmen were laying serious plans to capture the biggest flying jackpot of all—the first flight across the formidable Atlantic Ocean. One of these was a curly-haired, lanky midwesterner named Charles A. Lindbergh . . . .

Next: From Lindbergh's flight to the SST.

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HOMER

The Homer FSS is still maintaining its position as the highest activity station within Alaska. This of course is due to the geographical location of Homer. Fishing, hunting, and just plain old fashioned sight-seeing contribute to about 75% of the total air traffic in and out of Homer.

James "Moon" Mullins and family arrived home via the Alcan from annual leave in the South 48. Moon towed a 20 foot trailer from Homer to Miami and back, says he had a ball. While "outside" Moon picked himself up a new saxophone; with a little practice he will be setting in with a few of us on Saturday night jam sessions at one of Homer's favorite night spots.

The Leonard Gilmores returned from annual leave and a few weeks school at the FAA Academy. Andrew McMorrow departed for the East Coast to meet wife Jean and family for several weeks annual.

Mrs. Lindow, Specialist Charles Hunt's mother-in-law, from Portland, Oregon, flew up for a week's visit. Chuck chartered a small plane and took wife and mother-in-law for a sight-seeing trip over Kachemak Bay and the surrounding mountains.

Alice, your reporter's wife, got herself bitten with some type of poisonous insect and ended up in the hospital in Sitka with a very bad infection, but last report was that she was leaving the hospital and all is well.

Specialist Bob Grisham, one of the local cliff dwellers, had his cliff house landscaped; new lawn and flowers are forthcoming. Kurt Nelson, son of specialist Coke Nelson, will be heading for National Guard training in a month or so. Carl, another son of Nelson's, will be heading "outside" to college in September.

EMT Ed Long had a very successful showing at "Land's End" on a slide show for the benefit of the Concert Society. Slides were shown of Alaska from almost 20 years ago up to the present time with Ed doing a running commentary.

Joe Paquette can still be heard nightly on the ham bands, via CW, but there is a nasty rumor that he has slipped and is now using single side band occasionally.

The silver salmon are now running in Kachemak Bay and most of the station personnel who like to fish have been out and tried their luck. So far the only one with anything to show for it is Izaak Walton Paquette.

Bowling season is just around the corner and a few of us have been getting in a line or two of practice at the local alley. Specialist Grisham, McMorrow, and your reporter will be bowling with Sam's team again this year.

Until next time, and a little further up the Bay . . .

Jim Thompson

KENAI

The Kenai Flight Service Station took part in the Kenai Days celebration held this year August 24 and 25. Invitations were extended to the community to visit the FSS for an Open House; tours were conducted and the work the FAA is doing in the Kenai area was explained and demonstrated. Coffee and cake was served and FAA training films shown to interested persons.

J. C. Lawton

MOSES POINT

Greetings from the station by the beautiful Bering Sea, Moses Point, Alaska.

One thing that many "bush" stations can brag about is their unbeatable scenery —the wild, untamed grandeur that is the real Alaska. This stretches as far as the eye can see, uncluttered by telephone poles or billboards, a real treat to anyone with an appreciative eye. We have much of it here—magnificent rolling hills, and panoramic view of the Bering Sea, a truly beautiful sight.

And speaking of the Bering Sea, the old saying, "water, water, everywhere" certainly came to mind a couple of weeks ago when station manager Bricker's house caught on fire. The station promptly answered the call and while the men fought the blaze the women rescued the household effects. The fire, cause unknown, began in the basement and smoke poured into the house but caused little major damage. Holes were chopped into the front room floor and in the foundation walls on three sides. Much assistance was also received from the Eskimos at the nearby fish camp, who saw the blaze and promptly got in their boats and came over to "lend a hand." The Brickers have moved into the recreation hall (fondly known as "the crummy") that has transient quarters and so at least have cooking facilities and a place to sleep. After the inspector and fire marshal checked the damage, a crew was sent in and the house is on its way to becoming livable once more.

This blow was preceded by another traumatic experience for our Station Manager—he had a birthday. His wife, Liz, made a luscious nut cake and homemade ice cream, and we were all invited over to share in the fun of making him feel a year older. I'm sure that after the fire, he feels at least that—how about it, Darrell?

Our station has a club called the "Raven's Club." It's purpose is to plan any entertainment that the station might want to have such as dinners, parties, card tournaments, picnics, etc. We have already set up a State sponsored library and receive books from Juneau on an exchange basis, plus which we are allotted money each year to buy books that are left here on a permanent basis. A Boy Scout troop has been formed and while we only have three boys to participate, they take a keen interest in learning all the good that comes from being a Scout. We are in the process of purchasing furniture for the recreation building to use for our dinners and other activities. Our latest project is to sponsor a child through the Foster Parent's Plan. We have received information this week that he is a little Greek boy, and that we will soon get more information about him.

Hobbies are a popular pastime here and a couple of weeks ago I went over to investigate the strange noises coming from the workshop and found ATCS Bill Harms constructing what he fondly refers to as "the black box." Bill is an astronomy enthusiast and has built himself a telescope. The day of the eclipse he set up his "scope" and reflected this phenomenon onto a screen in his box to give us all a closer look at what really transpires during an eclipse.

Another going concern here is F/MECH Ed Jones' fish cannery. Let me tell you, he's catching 'em and canning 'em like the sea "ain't gonna grow no more." He predicts his "catch" from a zodiac fishing card but I'm inclined to think this card was printed by another fisherman because it never predicts anything but good, really good, or excellent. What you gonna do

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with it all, Ed? NOBODY likes fish that well!

The FAA-123 came in with our commissary supplies last week, developed mechanical troubles and was stranded here until they flew in the needed parts from Anchorage. On board were 15 sightseers plus the crew so the women got together and prepared a hurry-up dinner at the recreation hall and we had an impromptu party. The fellows had been in here for quite some time and really appreciated something to eat, and we, of course, were most happy to extend them some of our Moses Point hospitality.

Doesn't seem like this station is ever going to settle down. If you want to live an exciting life, bid on Moses Point. Here, you don't look for excitement, it comes to you.

Cora Narcisso

JUNEAU

ATCS Robert Bloom and Byron Smith transferred to Fairbanks. EMT Herbert Parker transferred through promotion to Cold Bay. An appropriate farewell party was given, enhanced by participation of airline, airport, ACS and Coast Guard personnel, and a few drop-ins. We are confident that the event of departure will be memorable.

EMT Oleg Kolen of Anchorage is temporarily assigned to the Juneau Station as relief at the localizer site during the absence of SEMT Robert Mell. Mell is attending Transitor Class 288 at the FAA Academy.

All our lives were darkened here at Juneau by the passing of EMT Frank Folsom of a heart attack on July 13. While Frank had been in Alaska for a comparatively short time, he had won the respect and love of those of us who knew him.

This is the third employee lost at the Juneau Station during the past year, all as a result of heart attacks. "They rest from their labor."

Lester L. Holmx

FAIRBANKS

Bill Schuster was looking for a place to live in mid-August. He had been holding forth in Ron Logan's town house while Ron was whooping it up on a lower 48 PL737. The stay in Ron's house spoiled Bill and he didn't look forward to moving back into an apartment.

John Lacy pulled the '55 vintage car that Harry Hardy and Bob Gorsuch helped him overhaul two years ago under a shade tree on a vacant lot and started a major engine overhaul.

Since the three of them worked on it two years ago, the car has been burning nearly a quart of oil per gallon of gas. This time John did the job right. He farmed out the fancy precision work and then carefully put the parts back together according to the book. The only trouble he had was trying to synchronize his labors with the intermittent rains of summer by working, covering, uncovering, and working again, but he finally managed to get his engine back together.

Lloyd Blackmon drove down to the Kenai area for a week in late July. He left a full and healthy garden unattended. It has been mentioned that some of his friends made trips to Lloyd's place to make sure that the lettuce didn't get too tall or too thick, that the broccoli didn't flower, and that the radishes didn't become crowded. The real worry was the strawberries. There was great concern that the large red berries would weigh down the branches and cause damage to the bushes. Care was taken to insure that none of the damaging conditions came about.

Out on the homestead, we were about waist high with our log cabin by the first of August. We finished the shell of the storm entrance extension that connects the cabin to the original storm entrance for our trailer. We put the rough window frames in position nearly square with the world.

Being left-handed, jake-leg carpenters, the wife and I can't expect to measure up to union standards. If in the end our cabin looks rustic and keeps out the cold, we will be happy. Thus far our biggest expense has been nails and roofing felt. We have been salvaging cast-off plywood and, now and then, a few two-by-fours.

Once the walls are covered with roofing felt, the piecework on the walls and the spliced studs won't show. FHA will never finance us, but then perhaps we won't have to worry about a thirty-year mortgage anyway.

Erland D. Stephens

SHEMYA

The Shemya IFSS, Alaska's newest, is in full swing, with Oscar M. Keranen Supervisor ATCS, Bill Vogel, Lloyd Patrick, and Elmo Murray air traffic control specialists; Bill Vogel is our N.A.A.T.S. representative, which we are 100%.

After a few days of orientation, an egg white and battleship gray paint job was applied to the operations quarters. Our operations quarters are in a very good location; we have a full view of the aircraft loading area, the USAF tower, and the runway/taxi intersection.

Located in the adjacent room to FAA, is Air Force base operations, and on the same floor across the hall you find Reeves and Alaska Airline terminals. In the rear of the building is the Electronic Maintenance Technician shop.

Our living quarters and mess facilities are very good, and with the arrival of two vehicles, working conditions and transportation to work will be in top shape.

Elmo V. Murray

TANANA

Some of you may enjoy getting up early; others have your automatic alarm clocks so there is little choice; but conditioned by shift work, and her automatic alarms now being teenagers, Penny Gates goes to bed late, and gets up late. Also, in Tanana at least, most of our teenagers seem to have out-grown the early-to-rise habits; and most of the summer activities seem to get started late.

One June morning, though, the sun beating through the window woke Penny's boys at the horrible hour of 5:15, and they were hungry. Fully aware that their mother wouldn't get up at any such hour if she knew it, one goes in to wake her, while the other starts quickly changing the clocks to read a more reasonable hour . . . sorta like 10:30. Finding out she had read till four, they hasten to assure her she's had plenty of sleep; it's almost eleven. In answer to "Where's your Dad?", (who is working mids), they reply he's over at Andrews." Now this isn't just a normal day; this is the day Tanana is changing station managers. So despite the fact Penny thinks Rusty picked a poor time to be going over to Long John's,

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since it's quiet and lots of people will be wandering around, this is the best time to do her floors, as Rusty is one who works the mids by staying up when he gets off and sleeping in the eve's.

But by 6:30 or so, with the floors waxed, rugs cleaned, etc., Penny starts lunch. "Rick, call your dad and tell him to come home and eat," when the bacon is done and toast is done.

Crisis: Talking fast, Rick volunteers to go over instead of calling, so walks out the door, over towards Andrews house, around it and back home.

"Dad said O.K., but don't start his eggs yet." He and Dave Nelson are making sure Long John doesn't have to be bothered carrying a half-empty jug to Sitka with him, and Mr. Burnette's over there too."

The clock now indicates 12:10 or so, Harry would be home for lunch, and it may be Dave's' day off . . . but what a time to pick. So pushing the bacon on the back she waits . . . and waits . . . and waits . . . so enough . . . she calls Ann Andrews. "Hello, Ann?" . . . sleepy answer, "Is it eight yet?" . . . pause . . . "Eight, it's almost one." "Penny, wait a minute while I check these clocks."

Thinking, "Oh poor Ann . . . all this excitement and work . . . she's had it," Penny waited . . . so when Ann picks up the phone after checking her clocks and hears: "Ann, you better come over for some coffee, and tell Rusty his lunch is ready" . . . "Tell Rusty-y-y" . . . voice trailing off . . . "Penny, you stay right there, I'm coming right over" . . . the same thoughts about Penny popping through Ann's mind.

Before she can get dressed though, Penny spots Harry walking across the area to the trucks on his way "back to work from lunch." "What time do you have, Harry?" "Oh, about quarter to" . . . "To one?" . . . "One! (indignantly) no, quarter to eight!" "EIGHT!" As Harry walks on here comes Ann.

Both looking at each other to see "how the poor girl is," they repair to the house for coffee. So coffee is poured, and the truth comes to light. So where are the perpetrators? Giving their Dad a shock.

Now, I don't know how many of your kinds are likely to be caught walking up the road to chop wood before eight in the morning, but Rick and Stan are not generally addicted to such things. And even more startling to Rusty . . . as he's going home, they're still at it, and don't want to ride back with him.

Surprise number two: walking into the house, Rusty finds Penny AND Ann drinking coffee, cold bacon on the stove, toast in the toaster . . . Dave Nelson knows Rusty stays up of a morning after the mids and makes coffee . . . so he comes in . . . and shock, oh shock . . . everyone's up. Long explanations and the culprits come back.

Now, this should be the end of the day's time troubles, but the FAA adds some help. After Parkin's load message is received—silence. The weather is marginal in spots, but not that bad.

The station is shined for the original 1300 estimated ETA. Kids ready, baggage packed, trucks loaded; big day, complete with visiting wheels expected—maybe AL-2 even—and not a darn ripple on the TT. Fairbanks CERAP can provide no help.

So LJ makes a phone call to BET.

He finally gets hold of Al Haferbecker who is to replace him at Tanana. "Hey, Al, you still planning to get here today?" "Yeah, John, our departure was delayed so I could get back to the house to take this long distance call."

"A DAY IN THE BUSH"

by "Rusty" Gates

YAKUTAT

The U. S. Army exercise King Crab III was held in Yakutat July 21-26. The town was "invaded by the enemy" on July 21-22 and occupied until Thursday, July 25. The airdrop by paratroopers was scheduled for this date but due to poor weather the troops landed at the airport and within 24 hours the area was liberated.

The FAA station offered support in every way to the Army during this maneuver and took this opportunity to uphold the good rapport between our Agency and the military.

On July 27, we were able to lend assistance to the local Public Health nurse by supplying needed oxygen for a heart attack victim in the town of Yakutat.

The fishing has been good at the Situk and silvers are reported in both the Situk and Ankau Rivers.

Station Manager Porter returned from PL737 on July 26.

James O. Porter

COLD BAY

On July 20, Messrs. Harold Harbert, Warren Kerr of FAA, and Mr. Wenz of the Arctic Testing Laboratories arrived to inspect our dock facilities preparatory to a possible lease arrangement with the Wakefield Canneries. On July 22 Messrs. Joel R. Caudle, A. M. Machin and Gene West arrived for official changeover ceremonies between outgoing station manager Caudle and incoming station manager E. I. Williams. The inspection and station changeover was completed on July 23, 1963.

During the past month a great deal of difficulty was experienced with marauding bears in the quarters area.

After a considerable amount of liaison with the local Fish and Game authorities a procedure has been developed for the handling of these intruders as they occur. We feel that such instances may slacken with an increase in the salmon run.

Most everybody knows that Cold Bay is the birthplace of the winds but not even we CDBer's thought it would "swish" up to the extent of grasping three of our goodly oldtimers (length of time at Cold Bay, of course) all at once.

Carl L. Shute, chief of our IFSS is off to Sitka—ATCS Arley Evans is off to Nome as FSS chief and Frederick B. Peters (ATCS) now off to Northway as FSS Chief. Sitka, Nome and Northway—it is your good fortune!

Cold Bay is like an overgrown mushroom so buzzing with summer projects. The Flying Tigers quarters are completed and occupied. Their Wonder Hut on the ramp is just about complete.

Fish and Wildlife's new quarters are just about ready for occupancy and beautiful too. By the time winter sets in we may have time to look around and see "what's happened!"

We have had the excitement of two "Whirley Birds" in our vicinity doing some geological work and also a Coast and Geodetic survey group.

Mary Ann Barnett