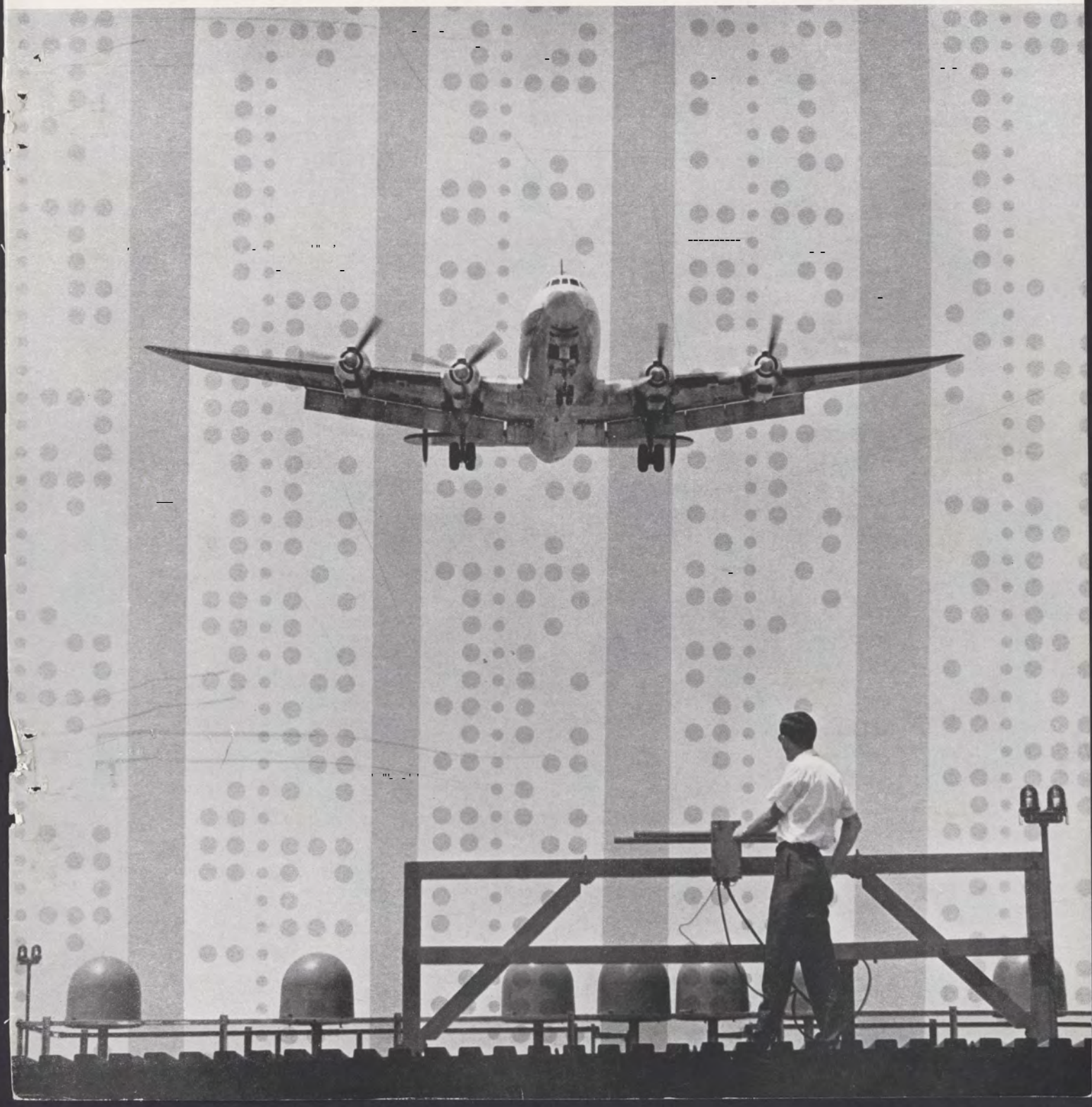
FAA HORIZONS

NOVEMBER 1963

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY



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COVER: Plain words and numerals are much too sluggish to keep pace with the 20th Century. A synthetic language consisting entirely of countless uniform-sized perforations carried on endless miles of tape has been created to keep up with evolving developments, some still half-formed in minds of men. See page 3.

Who's Who and What's What

BOBBY L. COUCH, ATCS, Perrin (AFB) RAPCON, has been commended by Lt. Gen. Herbert B. Thatcher, Chief of the Air Defense Command, for talking a crippled F104 of the 319th Fighter Wing into a safe landing under adverse conditions.

ANOTHER FIRST? Personnel at the Joliet (Ill.) FSS have accomplished a feat which they consider a milestone in Flight Service Stations. The number of aircraft contacted per month is the point of order. They contacted 10,158 aircraft during August with peak days of 475 on August 18 and 402 on August 31. They claim the total of 475 for August 18 is an individual record for total aircraft contacted. Other services provided during August were 1,758 airport advisories, 4,329 total flight plans serviced and 4,029 pilot briefs.

ON SEPTEMBER 10, Gerard Pannek, Supervisor, Systems Maintenance Sector #337, Washington, D.C. presented sector technicians with commendation letters for E. L. Gayle, Chief, SM Division, Eastern Region. The commendations were for speedily restoring navigational aids, approach lights and communications facilities at Washington National after severe flooding conditions on August 20. Cited were: Richard E. Brooks, Edward A. Daniels, Jr., James Durham, Jr., Joseph J. Gerchak, Richard W. Droh, George F. Martel, Charles D. Samples, Damian C. Schnore, Albert Sciscione and Clayton Taylor.

SALLY FLANIK, specialist E-5 in the Army and daughter of William C. Flanik, chief, Lynchburg Tower, thanks her lucky star that she was using a seat belt on August 1. She was driving her Volkswagen along Rt. 66, about 40 miles west of Albuquerque, N.M., when a tornado swooped down, pulled her car to the side of the road where air got under it and sucked it skyward. The car tumbled through the air several times before being set wheels down some 30 feet from where it left the ground. Sally was bruised and cut during the time the car was tumbling about in the air but she attributed the fact that she was not more severely hurt to "having my seat-belt fastened."

WARNING! A common brown spider found from Kansas south to the Gulf coast and from Tennessee west of Oklahoma is highly poisonous and can cause death, a research group from the University of Arkansas Medical Center and the Little Rock, Ark., Veterans Administration Hospital has warned. They said the spider (Loxoscleles reclusus) is potentially more dangerous than the Black Widow and possibly may be found in other areas of the country. The spider, slightly smaller than the Black Widow, has an oval body with four long legs on each side. It is often called the brown house spider because, although found out-of-doors in open fields and rocky bluffs, it thrives particularly well in homes—in dark corners, closets and storerooms. The one distinguishing mark is a dark spot on its head shaped like a violin. The spider's general appearance is insignificant to the point of innocence. It varies in color from light fawn to dark chocolate brown and its body is covered with short hairs invisible to the naked eye. It does not attack, but bites when molested. Often victims are bitten when putting on clothing in which the spider has become trapped. "There may be mild transistory stinging at the time of the bite," doctors say, "but there is little early pain. The patient may be completely unaware he has been bitten, and the spider is seldom seen. Only after two to eight hours does pain, varying from mild to severe, begin. The bite also may evoke fever, chills, weakness, nausea and vomiting as well as a generalized itching eruption, all occurring within 24 to 48 hours after the bite. All fatalities so far have been young children." Prompt treatment by a physician is quite effective.

You name it . . .

IT'S TAPED OR CARDED

Automatic Data Processing, to the uninitiated, is a kind of supersonic wizardry, and in reviewing the wide range of ADP activity within the FAA, they may have a point—but it is a practical type of wizardry, having nothing to do with sorcery. Rather it is the product of mathematics, electronics, and the human brain.

Batteries of whirring machines and "black boxes" are becoming commonplace throughout the Agency today. Working at speeds beyond human abilities, they give us a degree of control over operations never before possible.

Computers in five Eastern Centers exchange flight information with one another in their own electronic fashion. At the Aeronautical Center a computer reduces flight inspection to an exact science. The same computer keeps track of medical records, another type handles supplies, and next year will be running the field requisitioning and inventory systems.

At the National Flight Data Center in Falls Church, Va., computers process Notices to Airmen (NOTAMS) and maintain and update a master file of materials for aeronautical charts and flight information publications, while at NAFEC, among other things, new and improved uses of computers in the National Airspace System are being explored. In Washington and every region, data-processing punch-card equipment performs major housekeeping and recording functions in such diverse fields as payroll, personnel statistics, cost accounting, air traffic activity, aircraft accident analysis, and survey studies for research and development.

Computers and punch card machinery operate according to stored "programs" that tell them what to do with the incoming data. In other words they follow their instructions. Some instructions are tapped out on a keyboard that produces holes instead of letters and figures on cards or paper tape. Others—those used in large computers—are written on magnetic tape, the message being carried by magnetic "dots." Both holes and dots represent codes that trigger the machine's memory into giving information when someone with know-how pushes the right buttons.

Machinery can read, write, sort cards, add, divide, multiply, subtract, make comparisons and transmute codes back into language. So marvelous are these mechanical devices, it would almost seem they might reduce man to the role of onlooker—except that, regardless of dazzling performances, they can neither originate nor accumulate one item of information in the first place. These actions require thinking—man's unique prerogative.

Air Traffic Control

A computer network links the Centers at Boston, New York, Cleveland, Indianapolis and Washington. They accept and print flight plans (and volumes of related information), from their own operators and from one another. They determine whether the data they accept concerns an en route flight, a departure, a cancellation, a modification, or a proposed flight. Not only that, they determine the aircraft's route and check it for possible conflict; position of the aircraft with respect to a navigational aid; mileage between fixed points, and even the wind direction and velocity—this from previously stored data appropriate to the altitudes and routing of the aircraft. They calculate the aircraft's arrival over fixes, print all required data on progress strips, and eliminate from succeeding progress strips flights already completed.

The computer system at the New York Center, commissioned in September, is an advanced one, capable of handling a much greater volume of data (it has a disk storage with 28 million character capacity) than the others and it prints flight progress strips directly at the sector controller's position rather than in another part of the room as the older models do.

Automation in the warehouse, or "Look everybody, no hands." This programed train runs supplies to every area of the Materiel Depot, starting and stopping all by itself. Below (l.): Elephant's rival. "Memory cells" in this computer handle supplies for some 6500 FAA facilities at home and abroad. Moreover, it does the whole job, from requisition to filling the order, by itself. Right: NOTAMS on tape and in print. Computers work on a 24-hour basis at Flight Data Center, Arlington, Va.

Flight Inspection

The first completely transistorized computer purchased by the Federal Government—the IBM 7040—is at the Aeronautical Center and flight checks ground based navigation aids. At the intermediate altitudes (14/24,000') four CONVAIR aircraft, carrying some of the most intricate electronic equipment ever devised for civil use, fly by tapes preprogrammed on the 7040 and operated through the automatic pilots. The tapes keep the aircraft on course, tune receivers from one NAVAID to another, and compare the incoming signals for accuracy. The same computer then compiles and analyzes the data brought in by the CONVAIRS.

The great advantage of the computer in the inspection system is its ability to handle tremendous volumes of data within short periods of time. The swiftness with which the 7040 handles the intake—it can reduce 2-million "words" to about 15,000 pertinent facts in less than 8 hours—permits every NAVAID in the United States to be checked from the intermediate altitudes at least every 60 days.

The high altitude jet operations flight inspection program is processed on the same computer; however less frequently, two or three times a year.

Medical

Data processing is proving a life saver to the Aviation Medical Service in more ways than one. It is reducing and simplifying paperwork that threatened to swamp the service, and it is making possible the acquisition of knowledge that will help increase aviation safety.

The FAA had been accumulating medical records for many years under a conventional system that had became so outdated and inadequate that getting data become almost impossible until the Bureau of the Census was enlisted to break the bottleneck. Census converted a name file of approximately 700,000 punch cards to magnetic tapes, and coded, verified, and keypunched approximately 600,000 medical records.

The basic data thus obtained is being used to determine the safety implications of age and flying experience, the cardiovascular system, vision, hearing, and any number of physical characteristics that have been showing up in the airman population over the years.

Another computer-derived advancement in aviation medicine is that new physical examinations can be checked against previous exams on the same individual, and medical records of airmen involved in accidents can be correlated and analyzed. All this can relate to determination of causes and to preventive actions.

The system has been so designed that medical information can be integrated with airman certificates, violations, and accident data in the future.

Alphanumerics give positive target information. NAFEC photo shows radarscope used in experimental computer-operated ATC system. Center: Four of these magnetic tapes contain sufficient data to fill a big 'phone book. Right: Automatic flight plan printer and flight data position at New York Center.

Warehouse Supply Operations

At the FAA warehouse in Oklahoma City, which is one of the largest in the world, RAMAC-305 computers are used for controlling inventories and distributing stocks and stores, altogether a total of some 100,000 items. When minimum levels are reached, notices are produced automatically and when the items are received back in store, the master records are updated automatically. During this processing, information is accumulated for accounting and fiscal control purposes.

Next year will see ADP equipment used extensively in the Agency's field requisitioning and inventory management systems. The new system provides for the use of punch card requisitioning with IBM Depot machines performing most of the routine calculations and paperwork, and ADP methods introduced so that anywhere from two to 36 months supply of any item may be ordered at one time.

National Flight Data Center

In Falls Church, Va., just across the Potomac from Washington, is FAA's National Flight Data Center. Here, from all corners of the country comes news and information for assembling and dissemination by computer into Notices to Airmen, the National Flight Data Digest, Airman's Guide, Airport Directory and associated flight information manuals. NOTAMS are the vital communications that get word to pilots quickly when anything happens that could affect their safety. Every hour on the hour NOTAMS go out telling those concerned that (for example) a certain ILS is out of order; a runway is closed for repairs, or that an airport is in a flooded condition; conversely the word goes out when repairs have been made and the danger removed. NOTAMS that do not have a crucial time element appear in the Airman's Guide, published on alternate Tuesdays and contain airport and NAVAID information in complete detail.

Few things are more important to flight safety than accurate charts. They are a form of flight insurance. For this reason the National Flight Data Center, via computer, has amassed and keeps current a vast store of cartographic information for use of the Coast and Geodetic Survey, military services, and commercial map-makers. This assures a single, authoritative source of basic reference materials so however a pilot comes by a chart he can use it with confidence.

FAA's primary objective in adopting ADP was to meet increasing workloads more efficiently and expeditiously, improve safety, or carry out programs that would be impractical to attempt by any other method. What we have is only the beginning. The greater speed and complexity of aircraft, the growth of the aviation population, and the increasing number and complexity of facilities necessary to control air traffic make it essential to experiment and develop new techniques and methods in order to execute the FAA's responsibilities fully, now and in the future.

'YOUNG MAN' OF 70 EARNS PRIVATE PILOT WINGS

"There is a glorious dawn in happy old age," someone once wrote, and for an alert, bright-eyed septugenarian in Florida that dawn is the joy of flight.

Youth and Age are reconciled in spry, Swedish-born Arvid Ericsson of Fort Lauderdale, who at 70 brightened the world of general aviation when he earned his private pilots' certificate. Although a number of pilots still fly at 70, only a handful, if that many, obtain their license *after* they have passed the three score and ten mark.

To earn a private pilot certificate, an applicant is required to execute climbs, glides, and medium bank turns under the hood. When Ericsson took his examination there were no gyroscopic instruments aboard the aircraft, which meant that he had no way to measure the level of his turns. Despite the absence of gyro equipment, the flight examiner, M. E. Caplan, claims that Ericsson's performance was unusually adept.

Ericsson and his wife retired to Southern Florida a year and a half ago from Chicago, where Ericsson had been a mechanical engineer for 33 years. An amateur photographer, it was really his hobby that lead to his eventual interest in flying. To solve a problem in his experimental picture taking, Ericsson needed to take a few aerial photographs. He enjoyed it so much he soon obtained his student pilot license.

In fact, it is not quite fair to dismiss his photography as pure avocation. One of the highlights of his career was the invention of an electric eye movie camera, which patent was purchased outright by the Bell and Howell Company. He developed the electric eye lens focusing method in his spare time at home after designing and testing a variety of working models.

Early in 1959, he started taking flying lessons at Ravenswood Airport, which is located a short distance northwest of the world's busiest airport, Chicago's O'Hare International. He evidently enjoyed this baptism of fire because shortly after his solo flight, he purchased a J-3 Cub. He flew the airplane until he later traded it for his present Ercoupe. When he and Mrs. Ericsson moved to Florida, they had the airplane flown to Ft. Lauderdale.

The next project on his aviation agenda is to acquire an instrument rating—not for flying his Ercoupe during instrument conditions, but to have the knowledge of what to do, and what not to do, in case he should ever find himself in weather difficulty.

"Age just doesn't hold you back if you're in good health and can get a good instructor," Ericsson claims. Age certainly has not held Arvid Ericsson back. His exceptional success in recent years as an inventor-designer, mechanical engineer, photographer, and private pilot reaffirms the welcome fact that there is, indeed, an unspeakable dawn in happy old age.

Arvid Ericsson took up flying at an age when most men would be service testing rocking chairs and hammocks.

New Alaska Deputy Director Is World War II, Korean War Vet

Col. Ralph T. Taylor, Jr.

Colonel Ralph T. Taylor, Jr., is the new Deputy Director of the FAA's Alaskan Region. He reported to Anchorage at the end of September.

A career Air Force Officer, Col. Taylor succeeds Col. Wm. E. Geyser who was reassigned by the Air Force. Since June 1962 Col. Taylor has been serving as Commander of the 1st Fighter Wing of the Air Defense Command, Selfridge Air Force Base, Michigan. He is a combat-ready F-106 jet interceptor pilot.

During World War II he was credited with downing six enemy aircraft and destroying seven other enemy aircraft on the ground. He flew 50 combat missions in the P-40 and P-47.

He was Deputy Commander for the 4th Fighter Wing during the Korean conflict.

Col. Taylor's assignment to FAA conforms to the Federal Aviation Act which provides for military participation in the Agency's program in order to insure the interest of national defense. He will serve as Deputy to James Rogers, an 18-year FAA veteran who was recently appointed as Director, Alaskan Region.

Born at Sea Level, North Carolina, Colonel Taylor began his military career in 1942 after attending Duke University, Durham, N.C. During his 21 years in the Air Force he has been a Squadron Group Commander, Director of Operations, and Training Chief of Air Defense Requirement Division in USAF Headquarters and Wing Commander.

During his career, Col. Taylor has been given 15 awards and decorations.

Colonel and Mrs. Taylor have two children.

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: Does the money deposited in my retirement fund accrue interest?

A: Yes. If your period of Federal employment began prior to December 31, 1947, unrefunded deductions, deposits, and redeposits accrued interest at the rate of 4 per cent per annum until December 31, 1947, and 3 per cent per annum thereafter, compounded annually until December 31, 1956.

If, on December 31, 1956, you had completed five years of civilian service, no further interest was credited to your retirement account.

If you had not completed five years of civilian service by December 31, 1956, interest continued at the rate of 3 per cent per annum until such time as five years of civilian service was accomplished.

If you entered on duty after December 31, 1956, interest began at the rate of 3 per cent per annum from the date you entered on duty until a five year period of civilian service was completed.

Q: Why can't the Position Classifier be realistic and raise the grade of my position to keep up with the cost of living?

A: The Position Classifier is undoubtedly just as aware of the cost of living as you are. However, grades of positions are not determined on the basis of such factors as the cost of living, what other employers in the area are paying, etc. Rather, they are based on an analysis of the duties and responsibilities assigned to the positions and comparison with appropriate Civil Service Commission and FAA standards and guides. Changes in grades of positions, in general, are brought about by either changes in duties and responsibilities or as a result of new standards.

Q: What is the Regional Policy with regard to ingrade reassignment following promotion?

A: An employee will be required to remain for a minimum of one year in the position to which promoted.

EXCEPTIONS:

1. This restriction does not apply to persons who submit bids and are selected under regular promotion plan procedures.
2. A Division Chief may approve reassignments within his own division.
3. In cases of personal hardship, requests for exceptions for reassignments between divisions will be submitted in writing to the Chief, P&T Division, EA-10.

Q: I've been hearing a great deal of talk about performance standards (Performance Improvement Program). What are the criteria for good performance standards?

A: Performance standards should be (1) jointly developed by the employee and the supervisor; (2) established to reflect the results expected for the job; (3) directed to accomplish Agency and Unit objectives; (4) reasonable and attainable; (5) mutually understood and (6) continually revised and improved with use.

EA'S SMD PERSONNEL RECEIVE SUSTAINED SUPERIOR PERFORMANCE AWARDS

L to R: D. E. Kennedy, EMT, Huntington, W. Va. Sector; D. M. White, EMT, Zanesville, Ohio Sector; R. E. Haworth, Cincinnati D.O. Chief; S. E. Parsons, EMT, Huntington Sector; R. W. Brown, Columbus Sector Chief.

J. Currier and W. Glover, EMTs, Oberlin, Ohio, get cash awards and certificates from W. G. Sunden, Asst. Chief, D.O., Cleveland, Ohio. L to R: J. G. Hammond, Asst. Sector Chief, J. Currier, W. Glover, W. G. Sunden.

Systems Maintenance Division field personnel frequently receive recognition for Sustained Superior Performance. It's a pleasure, also, for SMD supervisory personnel to make the awards.

Pictured here are two separate award ceremonies in which SMD Supervisors R. E. Haworth, Chief, District Office, Cincinnati, and W. A. Sunden, Asst. Chief, D.O., Cleveland, made SSP presentations to SMD field personnel.

SMD BIDS FOND "ADIEU" TO RETIRING EMPLOYEE

Members of the Systems Maintenance Division in regional headquarters said "Adieu" to one of their senior members who retired on July 31, 1963.

Mrs. Anne Poulson (shown in the photo holding her Retirement Certificate) started her career with the Public Works Administration in 1937. She became a member of this agency in August 1940.

At the time of her retirement, she was a budget analyst in the maintenance program and planning activities.

The photo shows L. J. Cardinali, Assistant Chief, Systems Maintenance Division presenting a Retirement Certificate and Service Pin to Mrs. Anne Poulson for 26 years' government service. From left are, J. Fox, Administrative Management Branch; J. Lizzio, Asst. Chief, Engineering Branch; M. Watine, Chief, Engineering Branch and M. Morrison, Chief, Operations Branch.

Regional Director Oscar Bakke emcee's the occasion.

SenatorKeating hears about amount of air traffic handled by N.Y. ARTCC. (LTR) D. Reid, ATC; Sen. Kenneth Keating; P. Lias and J. Foster, ATC.

Last-minute check. (LTR) A. Smith, MLO; T. Macri, Adm. Svcs.; J. Schwartz, ARTCC Steering Comm.; D. Dwyer, MLO; E. Gayle, Chief, SMD.

Telephone Company exhibit is viewed by J. Hanley, SMS Chief, Administrator Halaby; ARTCC Chief, J. Boyle and Telco representative C. Welford.

EASTERN REGION SEES BIGGEST CENTER DEDICATION

Within 48 hours, on September 7 and 8, more than 110,000 people jammed Islip's MacArthur Airport. And a never ending line of over 75,000 aviation-minded people waited patiently outside the Agency's new $15 million ARTCC—35,000 on Saturday, and more than 40,000 on Sunday—to tour the world's biggest and most modern aviation facility.

The occasion was the combined dedication of the new N. Y. ARTCC and the celebration of Long Island Aviation Day. Throngs of people literally brought traffic to a standstill trying to gain entrance to MacArthur Airport during the two days. The Agency's dedication included the N. Y. Center and the new MacArthur Tower and its associated Flight Service Station. Long Island Aviation Day saw many special events, including parachute jumping, helicopter demonstrations and live and static displays of general, commercial, and military aircraft. Air Force and Navy jets swept through the air in precise formations. Other military aircraft were displayed by Grumman and Republic.

More than 1800 landings and take-offs were recorded at MacArthur's new tower on Dedication Day.

Exhibits set up for the occasion included FAA's Alphanumerics and Flight Check exhibits, the new N. Y. Telephone Company exhibit built especially for the Dedication, and other aviation-oriented exhibits furnished by Sperry, Grumman, Republic, American Airlines, IBM, and Eastern Airlines.

Regional Director, Oscar Bakke, acted as master of ceremonies, and Administrator Najeeb Halaby made the keynote speech. Other speakers included Senator Kenneth Keating, and a host of civic and civil leaders.

Above left: Center secretaries issue VIP badges. Above right: VADM H. Deuterman, USN, listen attentively while ATC J. Foundos explains machinery of air Traffic control.

Visitors glimpse Center's new facility installation display.

The younger set examines pilot's compartment.

Pre-dedication crowd listens in comfort to First U. S. Army Band.

A parachutist "drops in" on Dedication Day ceremonies.

Waiting patiently to learn about air traffic control.

ATC Phil Rogers with wife and nine (of thirteen) children visit the new Center.

Tower view of aircraft on display for Dedication Day.

The Regions' inspection aircraft on display. Future pilot sits in the cockpit.

Eastern Region's Exercise "Survival East" Lauded As Success

SURVIVAL EAST, Eastern Region's much heralded Headquarters dispersal and general aviation airlift exercise went off as scheduled the week of September 16, 1963. Designed to test the effectiveness of the Eastern Region, State and local Civil Defense, general aviation and in particular, Civil Air Patrol to survive and operate in a post-attack nuclear situation, the exercise saw hundreds of small planes take to the air and more than a thousand CD, CAP, and FAA personnel take to the field.

In the preliminary movements required under such cryptic but meaningful names as "Double Take", "Fast Pace" and "Cocked Pistol", FAA Headquarters and field personnel and equipment moved to alternate headquarters at two remote sites. Each defense condition (Defcon: "Double Take", "Fast Pace", etc.) indicated a rapidly deteriorating international situation. At 5:00 a.m. on September 19th, "Fast Pace" triggered all headquarters key personnel to assemble at the headquarters where a briefing of the situation was provided by the Director; followed by personnel movements by airlift and auto to remote areas where alternate headquarters were put into operation preparatory to providing executive direction to the Region from those points.

Regional Director, Oscar Bakke, at a special briefing late Friday, indicated that the situation was such that it appeared that the New York Headquarters would very shortly become untenable and that notice was being given to all field facilities that executive control of the Eastern Region was being passed to those in command at the primary alternate headquarters site.

He also mentioned that requests for assistance had been received from the authorities at Concord, N. H., Philipsburg, Pa., and Charleston, W. Va.

Due to poor weather conditions on Saturday, only a few airlift missions were carried out. At dawn Sunday, however, CAP and other general aviation groups in coordination with local and State CD agencies began launching aircraft in the 15 States comprising the Eastern Region.

Aircraft took off from hundreds of small airports in the Region and made their way to staging areas and depots for further orders.

In lightning-swift and well-coordinated movements throughout the day, skilled CAP pilots and personnel delivered tons of medical supplies and food, and flew hundreds of air evacuation and radioactivity monitoring missions.

CD spokesmen estimated that CAP planes flew about 120,000 miles of flight in more than 1,000 separate sorties to assist the "disaster" areas, and termed the exercise "one of the biggest and most successful peace-time airlifts in the history of the Northeast."

SURVIVAL EAST was monitored on-the-scene by teams of U. S. Air Force officers, CAP Northeast Region Commander Ed Lyons and members of his staff, and EA's Regional Director, Oscar Bakke and members of the Regional Headquarters staff.

It is expected that an extensive briefing will be held at Regional Headquarters in approximately two weeks. At that time, Regional Director, Oscar Bakke will ask principals of the major participating components to review SURVIVAL EAST with him.

According to Regional Director, Oscar Bakke, "SURVIVAL EAST presented us with an ideal opportunity to assess the capabilities of the northeast to function in a post-attack situation. The ensuing weeks will enable us to determine where we go from here."


Pre-exercise briefing. Observing are V. Guccione, J. Hanley, Ed Lyons, Suffolk County officials Ed Smith, Lee Dennison, Oscar Bakke, Regional Dir.


Final notes by Deputy Director Wayne Hendershot, prior to SURVIVAL EAST morning departure.


L. T. Olson, Weather Bureau, briefs personnel.


Weather briefing covered 15 northeastern states.


Loading emergency supplies at Mastic, L.I. airport.


Alternate headquarters at Islip (Regional Records Ctr. No. 2) goes into action on SURVIVAL EAST.


Dr. John J. Molina gives Gerald S. Lamberti examination for radioactivity at the relocation site.


Flight plan is checked at the Concord, N.H., FSS.


Loading emergency supplies at Glens Falls, N.Y.


SURVIVAL EAST plane refueled by CAP cadets.


CAP cadets on bivouac during SURVIVAL EAST.

Executive airlift was provided by Civil Air Patrol.


Gen. Joseph Bulger, Nassau County Civilian Defense Dir., accepts a package from Lt. Col. Wirtz.


CAP loads supplies for delivery to disaster area.

REGIONAL ARTCC STEERING COMMITTEE MOVES ON "MISSION ACCOMPLISHED"

Steering Committee with Regional Director and Deputy. L. to r.: W. Kies, J. Schwartz, A. Narciso, M. Cahill, J. Gylmoty, O. Bakke and W. Hendershot.

Joe Gylmoty (Visual Presentations) and Mike Cahill, (Publishing and Graphics Branch) provide finishing touches to the Eastern Regions new ARTCC brochure.

Walt Kies, Air Traffic Division, checks out estimated air traffic in preparation for dedication flyovers. I&M's Angelo Narciso pinpoints the NAVAIDS.

Certainly Omar Khayam didn't have the Regional ARTCC Steering Committee in mind when he scribbled his oft-quoted lines: "The moving finger writes, and having writ, moves on. . . ." But we do think his musings appropriate for the several representatives from EA's operating divisions who served as a Headquarters working unit dedicated to making each EA Center Dedication one of which the Agency could well be proud.

For hard-working Steering Committee members, many a Saturday shopping spree or Sunday picnic went unattended as successful dedications for the Regions were chalked up at Nashua, Leesburg, and Islip. Night work, indigestion, frustration, and ulcers were frequently travelling companions as members logged hours and days of liaison meetings with local civic and civil leaders, and Center chiefs and their staffs, and spent countless hours checking and double-checking their respective areas of concern.

Each Center dedication was different, and each a success in its own way. Through the assistance and cooperation of such dynamic Center Chiefs as Clarence Kynock, Boston; "Chet" Watson, Washington; and "Jim" Boyle, N. Y. Center and incidentally, a smile from the weatherman, steering committee members forged ahead enthusiastically.

But the dedications were not all work. Many long-lasting friendships were made, and a sincere appreciation of the "other fellow's" chore was gained by all. Perhaps, and steering committee members hope, the field understands a little more of what life at Headquarters is like, and steering committee members are indeed appreciative of the daily work demands and tribulations of field personnel.

That the Eastern Region has run out of Centers to dedicate is of no lasting concern to steering committee members. A touch of nostalgia perhaps, and a twinge of regret, but each will move on to better things, with a well-deserved pat on the back and a sincere "well-done" from Regional Director Oscar Bakke and all Regional personnel.

SMD's Joe Schwartz checks off Committee's "how-goesit" list item by item, with lovelies from the Office of Public Affairs, Angela Errica, Shirley Rivera.

D-Day minus one. Public Affairs Officer and Committee Chairman Bob Fulton dictates last minute changes to secretary E. Vernon. Their smiles say all is well.

CAREER SERVICE EMBLEMS DIISTRIBUTED

Personnel of the Engineering and Manufacturing Branch, Flight Standards Division, were awarded length of service pins recently. Left to right: S. Hayden (20), J. Vogel (20), G. Martell (15), H. Pagani (20), M. Barrows (20), R. Peterson (20), M. Swihun (20), W. Oleksak (20), A. Weiss (25). Not present but also awarded length of service pins were: J. Schmugar, (20), R. Lamprecht (15), C. Sweeney (15), R. Wedberg (15), R. Bellucci (15), J. Plackis (10).

Receive Service Award Pins

EA's Flight Standards Division, Air Carrier Branch, recently awarded Length of Service pins to four employees. LTR: (foreground) Mrs. Edna Schmittou, and Mrs. Margaret Conahan (20-year pins); (background) LTR: Jack Kiefner (15-year pin) and Frank Moucka (20-year pin).

EIGHTY YEARS' SERVICE

FAA's Radar Approach Control Center personnel at Otis AFB, Mass., receive 10 and 15 year's service pins from Chief Observer, Raymond Knispel (left). Receiving the awards (LTR): Anthony Glista, facility training officer; Edward Chicoine, radar controller; Edward Sullivan, coordinator; Frank Makely, coordinator; Edward Booze, radar controller, and Robert Dykeman, coordinator.

200 YEARS OF GOVERNMENT SERVICE

EA's Flight Standards Division personnel above represent more than 200 years' Federal service, as ascertained by compilation of award pins presented during official ceremony at Regional Headquarters. Front row, LTR: Ada Zeigler, Eleanor McKenna, Eileen Hussey, Mary Quinn; rear, LTR: A. J. "Jack" Behrens, Frank Estill, James W. "Jim" Shipp, W.E. "Bing" Crosby, Allen Weiss.

CLEVELAND CENTER PERSONNEL RECEIVE AWARDS

George Campbell (right) Chief, Cleveland Center, beams following his presentation of Sustained Superior Performance Awards to Center personnel. (LTR) B. St. John; D. Schillacci; A. Hattan; H. Engler; W. Caruso; E. Jarabek; F. Triplett; E. Schmidt; H. Lester; J. Viviano; Norris; and G. H. Campbell.

DIXIELAND COMBO HAS A BEAT

Above, C. Church, TWA, piano, R. Smith, tower operator at MacArthur, trombone, V. Roith, N.Y. center controller, bass, W. Woolf, drums and M. Hammond, Chief, New York Area Office, clarinet.

The South Bay Five, a Dixieland jazz group composed of FAA Air Traffic Specialists and a TWA pilot, spend their off-duty hours compensating for the whine and roar of aircraft by dishing out sweet Dixieland jazz at night clubs, country clubs and dances all over Long Island.

Started in 1949 by MacArthur Airport Tower Chief, William Woolf, the group meets approximately 3 times a month for rehearsals and plays two or three week-end engagements every month.

According to Woolf, "In 1949 a group of us who had played music in various places got together in someone's basement and started grinding out Dixieland. Everyone had had some professional experience and the more we played the more compliments we got. We decided to see if we could get professional-type jobs on week-end nights. It started out as a hobby. We have a ball now."

ACCIDENT EVALUATIONS AN AID

The services rendered by the Aviation Medical Examiner in the human factor evaluation of aircraft accidents has been of great value to both the Civil Aeronautics Board and the Federal Aviation Agency. The probable cause of a fatal aircraft accident cannot be determined until the human factor narrative summary prepared by the Regional Flight Surgeon is reviewed and correlated with the final results of the investigation.

Human factor findings are evaluated and the findings assist in the design of airplanes to reduce the possibility of human error, design and installation of safety equipment to prevent fatal injuries in take offs, landings, storms, etc.

Regardless of the type of vehicle, if man is required to operate a space ship, supersonic aircraft, etc., the human factor evaluations are necessary for the accomplishment of our primary mission of providing safety in flight.

AIR TRAFFIC LEADS THE WAY IN BENEFICIAL SUGGESTION CASH AWARDS

We Point With Pride


Elbridge E. Skaggs, LaGuardia Tower, Developed Crosswind Indicator


John E. McNamara, Idlewild Tower, Developed NAVAID Status Board


F. J. Bugarwicz, Poughkeepsie FSS, Developed Flight Briefing Display


R. Kurtz, Dulles Tower Improved Utilization of Tower Electro-writer


John Murphy, Boston Center, Improved Radar "Shrimp Boats"


T. McMullen, Windsor Locks FSS, Improved Binding for Airman's Guide


Marcus Chase, Elmira FSS, Developed Strip Holder Tray


Houston Doyle, Cincinnati FSS, Improved Alert and De-Alert Procedures


John Bowers, Huntington Tower, Developed Recorder Warning Light


R. Adams, Akron-Canton Tower, Improved Usage of Consoles and Chairs


J. W. Francett, Wilkes-Barre FSS, Improved Flight Following Service


Thomas W. Gill, Boston Center Improved SIGMET Program


E. Forsythe, N.Y. Center Imp. Sepa. Stds. & Proce. in N.Y. & Bos. Cont. A.


David Johnson, Windsor Locks FSS, Improved D/F Handling


Francis A. Ratterman, Louisville FSS, Expediting Public Information


Joseph Doane, Buffalo FSS, Improving Facility Appearance & Efficiency


Patrick J. Gilday, Columbus Tower, Improved Tower Altimeter

The motto flying around Air Traffic's corridors nowadays seems to be "Think, —it pays off!" While thinking is admittedly not an extra-curricula activity for Air Traffic personnel, it has paid handsome dividends for those who channeled their thoughts into ways of saving the government money, or ways of making life easier or safer for their fellow workers.

Air Traffic's recent attempt to cop the most beneficial suggestion awards is certainly a sprint in the right direction, as evidenced by the smiling faces of recent award recipients.

"How do you win?" you may ask. The answer seems to lie, for most, in your everyday activities. Think of a way in which you can improve them, or save **your own** time, as well as someone else's. Think of a way to make your own job safer—as well as the other fellows.

You'll find that the Division's Recognition and Awards Coordinator is eager to help, but the first action is up to you.

Outstanding in Air Traffic's recent bevy of awards were: a display board suggested by Frank J. Bugarwicz (Poughkeepsie FSS) which combined into one efficient unit information of value to pilots. It shows at a glance all fronts, high, lows, severe weather warnings and forecasts.

Another suggestion by John E. McNamara (Idlewild Tower) called for an illuminated NAVAID status board located in the IFR room and visible to all positions.

The board enables controllers to keep abreast of rapid changes in runways, weather, and NAVAIDS, without leaving their positions.

So, the "club's" advice for those of you who want to join the "awards" club, —the next time you sit back in your chair for a momentary rest from the day's strenuous activities—**THIMK**—it **can** pay off for you, too!

SMD AWARDS FOR FIELD ORGANIZATION EFFICIENCY

The region's Systems Maintenance Division plans to award annual plaques to the Systems Maintenance Area Office and Systems Maintenance Sector Office demonstrating the most efficient utilization of its manpower resources and making the greatest contribution to systems reliability during each calendar year.

Norman O. Sevigny, (center) Electro-Mechanical technicians, SMS 107, Matawan, N.J., receives $50.00 savings bond for best plaque design from L. J. Cardinali, Asst. Chief, SMD. H. G. Schellenberg, Chairman of the program watches. The bond was purchased from voluntary contributions made by regional office personnel. Arrangements are in progress to fabricate the plaque.

NOTES FROM THE DIRECTOR, SOUTHERN REGION

On the gusty morning of December 17, 1903, with Orville Wright at the controls, the tiny biplane, built by him and his brother, Wilbur, lifted into the air in the history-making First flight of man in a powered aircraft.

Next month, the Sixtieth Anniversary of that marvelous step forward in man's conquest of the air will be observed on the sand dunes of Kill Devil Hills. From all over the world, aviation dignitaries will come to pay homage to these two men who contributed so much to the Twentieth Century world.

From Kitty Hawk to Cape Canaveral is quite a step in flight. I know all of you in the FAA's Southern Region feel as I that it is certainly an exciting challenge to be a part of this "Age of Flight."

When one thinks of the tremendous progress that has been made in only sixty years . . . from a simple twelve-second flight . . . to orbiting the earth at 17,000 miles an hour, one cannot help but also wonder what almost unbelievable advances the immediate future of flight holds for each of us.

Today, you can fly from New York to Paris in six and one-half hours . . . Los Angeles to New York in four hours and fifteen minutes . . . and . . . in this decade . . . it is planned that we will fly in safe airliners at speeds perhaps up to three times the speed of sound!

The dynamic aviation industry will not cease growing . . . changing . . . expanding its horizons . . . and the challenge of the future for us in the Federal Aviation Agency is to provide leadership for this growth. To do this, we must never be satisfied with only the "status quo." We must change with the changing needs of this industry. We must be willing, as dedicated employees of the FAA, to do those things which will help assure that aviation in America is fostered, developed, and kept continually safe.

We must have, in our organization, a spirit of independent flexibility that allows us to responsively change our service . . . our methods . . . to fit the environment of the times.

We must never allow ourselves to become so entrenched in "bureaucratic methodness" that we wear the blinders of single-sightedness.

I know you share my pride in being an integral part of such a demanding, and yet personally rewarding, aviation safety organization; and, as we look back into history and see the progress that has been made in only sixty years, we know that life for us in the future will mean ever-increasing challenges to prudently manage the resources that have been entrusted to us in such a way that America continues to have an aviation system second to none in the world.

Arlin O. Enright

NAN-85 JOINS FLEET

Paul Boatman puts Nan-85 through its paces. The newly-acquired DC-4 flight inspection plane has been assigned to Aircraft Management in the Caribbean, Central and South America, and will be home based at Miami. It began work September 1.

MEETING DEALS WITH IMPROVED OPERATIONS

Southern Region Area Coordinators met for a two-day conference at the Regional Headquarters, September 23-24, to discuss ways that the Agency might improve its methods of operations at the local level.

WORLD'S FASTEST CARGO JET

The tiny Wright Flyer (right, the first military transport placed in service in 1909), almost too small to notice under the gargantuan wing of the first U.S. Air Force C-141A StarLifter, dramatizes the 54 years of progress in American military transports. The first 550 MPH fan-jet StarLifter rolled out of the 76-acre Lockheed-Georgia plant, Marietta, Ga., on August 22, is 14 times faster than the Wright plane, and is scheduled for flight testing in December of this year. FAA certification will enable this aircraft's use in commercial cargo service the early part of 1966.

OPERATION SWIFT STRIKE III

Virtually blanketing Spartanburg Municipal Airport are military airplanes and helicopters that participated in OPERATION SWIFT STRIKE III in the Southern Region's Carolinas. This military exercise, an annual event, is conducted in the Carolinas because the terrain, swamplands, hills, and flatlands are ideal for military operations of this magnitude. OPERATION SWIFT STRIKE III was termed a complete success by the military, and officials described air traffic as the heaviest in the Spartanburg Tower's history. Incidentally, the tower controllers were highly commended for their professional assistance during the maneuvers.

VETERAN FAA EMPLOYEE RETIRES

On August 28, John Coble, Chief Air Traffic Controller, ATC Tower, Smith-Reynolds Airport, Winston-Salem, exchanged the reins of this busy FAA facility for a favorite fishing rod. The date marks Coble's retirement after 34 years of distinguished government service, including 26 years of air traffic control and communications duties with the CAA-FAA. FAA Associates from points as far away as the Atlanta Regional Headquarters, Greensboro, Charlotte, and Raleigh gathered to participate with him at a dinner party in his honor. Pictured left, John happily accepts a commemorative plaque, presented in behalf of Administrator Halaby, from Southern Region's Operations Branch Chief "Buddy" Thomas.

JET BLAST IMPACT IS REDUCED

Installation of a 200-foot-long, 5-foot-high jet blast fence across the west end of Jacksonville's Immeson Airport East-West runway has reduced the impact of jet blasts in the North Main Street area by 50 per cent. This fence kills the direct thrust of the jet engine and deflects the force away from the ground. The fence was constructed after airport officials became concerned about the possible effects of jet blasts on vehicular and pedestrian traffic in the area. This fence stretches completely across the end of the runway. A second fence is now nearing completion at the end of the northeast-northwest runway. Both fences will help cut down noise at takeoff.

ALERT CONTROLLER FOILS WOULD-BE KAMIKAZE

. . . Suicide mission to Havana Fails

John Landers, Tamiami Tower Controller, smiles at his control desk and ponders his next move after helping foil planned Kamikaze attempt by a "plane-naper."

One evening, recently, John Landers, Watch Supervisor at Tamiami ATC Tower, was attending his routine duties, when, at 10:23 p.m., he observed an aircraft taxiing west on runway 27. Controller Landers attempted to establish radio contact with the plane without success. The aircraft continued onto runway 27.

Landers then directed a red light signal to the pilot—again his efforts were ignored. Because there was no moon, it was very dark this particular evening, and he was unable to make an identification. Almost immediately, the airplane took off. As it flew past the control tower, Landers, using the white portion of the light gun signal, was able to identify the plane as a Tri-Champ, N9855B.

As soon as he identified the plane, Controller Landers really went into action . . . He called Miami Radar Approach Control, requesting that it be tracked . . . he called the Port Authority and requested that they check the Kendall Flying School ramp to determine if this plane was missing . . . He then contacted Mrs. Gaffney, owner of the Kendall Flying School to see if she had this plane scheduled for a flight.

From this point on, the word was ACTION . . .

The Port Authority advised that the aircraft was missing from the ramp and was unaccounted for . . . The owner confirmed that the plane was, in fact, "gone"; and she was immediately proceeding to the Tamiami Airport, planning to use a twin-engine Apache to follow the plane.

At 10:57 p.m., Mrs. Gaffney departed Tamiami Airport in the Apache. During this period, Miami Tower was kept posted. Mrs. Gaffney was given a frequency change to Miami Approach Control and was directed towards the target that Landers had asked Miami Approach Control to track.

Shortly thereafter, Mrs. Gaffney sighted the plane. At this time, the pilot of the aircraft came up on the radio frequency and stated he intended to fly to Cuba and warned the other aircraft to stay clear, or he would ram it.

Mrs. Gaffney was cautioned by the tower to stay out of his range. She complied, but elected to remain aloft to continue tracking him. In the interim, the FBI and the Border Patrol were alerted.

Mrs. Gaffney and the two towers remained in radio contact with this alleged "plane-naper." After much persuasive conversation, the pilot finally elected to land the plane at Miami International Airport. It was then approximately 11:53 p.m.

As soon as the aircraft landed, the metropolitan police and the FBI arrested the pilot; he was charged with grand larceny, and held in their custody.

Subsequently, it was reported by the police that this man was alleged to be a soldier of fortune, who had been found guilty of aircraft theft once before in 1958, and that he had jumped parole from another federal sentence. He was also reported to have said that he had had an agreement with some mysterious persons, whom he refused to identify, for a suicide mission to Havana. He said his goal was to crash the airplane into Premier Fidel Castro's home; and if he were successful, his parents were to receive an unspecified sum of money after his death.

John Landers, unusually quick evaluation and accurate analysis of the situation is indeed worthy of the highest praise. John's alert action not only foiled the theft, and possibly permanent loss of a very valuable aircraft, but more significantly prevented a potentially unsavory international incident between the United States and Cuba. Southern Region is certainly proud of Controller John Landers.

Above: Ralph Cuthbertson (right), President of Stevens Aviation, Inc., and Operations Manager, James Hawkins, conducting an inspection of their fixed-base hangar facilities. (News-Piedmont Photo by L. M. Burress.) Right: Dozens of sleek, business executive and pleasure aircraft, such as one above, are hangared, serviced, and maintained by Stevens.

Above: Supervising Inspector Seidel of the General Aviation District Office, Charlotte, Inspects Stevens fixed-base operation. Below: Aircraft of all sizes, shapes, and kinds are serviced in hangar.

ONE AIRPLANE TURNED INTO FULL FLYING SERVICE

The Story of a Typical, Outstanding Fixed-base Operation

The airplane is becoming, every day, more and more, a key tool as well as a status symbol for busy executives in today's business world. Because of this trend, the fixed-base operator occupies an increasingly important place in the aviation industry.

A far-sighted textile manufacturer, J. P. Stevens Company, has recognized this trend and has taken steps to keep pace with this mushrooming business. This is evidenced by their excellent fixed-base operation, located at the new Greenville-Spartanburg Airport in South Carolina, which is typical of many outstanding fixed-base operators in the Southern Region.

Stevens Aviation, Inc., now wholly-owned subsidiary of J. P. Stevens & Company, has developed over the past 13 years from one company-owned airplane into the modern, streamlined operation which now handles dozens of planes, and is one of the largest executive flying services in the Southern Region.

Ralph H. Cuthbertson, President of Stevens Aviation, Inc., was hired 13 years ago to fly J. P. Stevens to their 50-odd textile mills, stretching from Maine to Georgia. Cuthbertson later served as manager of the parent company's aviation department and its fleet of 10 aircraft.

Further evidence of this firm's long-range interest and planning in aviation is the fact that all of its plants have airports either on the grounds or within 10 miles.

Under his leadership, this fixed-base operation has developed to its present degree of sophistication. As the Stevens' fleet grew, its reputation spread, and soon many other companies were requesting Cuthbertson to establish and maintain aircraft fleets for them.

The complete transition of J. P. Stevens from a typical corporate fleet operation to a separate firm, offering full-fledged fixed-base operator services, finally evolved, partially as the result of a company-wide economy drive. Aircraft operations were proving somewhat expensive. In an effort to curtail operating expenses, without sacrificing safety, they began to maintain aircraft for other companies and later became a distributor and dealer for various accessory items. Thus, Stevens Aviation, Inc., was born.

The pride of Stevens' $800,000 facility is its $500,000 hangar, an ultra-modern cantilever structure, containing approximately 28,000 square feet of floor area, unobstructed by interior supports. This modern hangar, 240 feet wide and 200 feet long, opens on three sides, has provision for a 100-foot extension, and has a 32-foot high door.

It features many modern innovations, including an infrared heating system which, like the sun, heats surfaces it contacts, rather than the surrounding air, thus reducing fuel costs 30-50 per cent.

Expert aircraft maintenance is emphasized by Stevens Aviation, and all aircraft turned over to them for maintenance and service come under the care of highly-trained, FAA-certificated A&P mechanics.

The company has 12 full-time pilots to fly aircraft for users who do not have their own pilots, as well as a large force to handle other aspects of this business.

Stevens Aviation offers many "red-carpet" services, including plush facilities for pilots flying business aircraft, including bedrooms, showers, kitchen, lounge, work and conference rooms. Each of Stevens own pilots has a private office, beautifully appointed in modern decor. Their mechanics also enjoy their own personal facilities, including a ready room for relaxation and rest.

This company also employs a unique idea—a "pilot locator system." One of their employee's primary functions is to know at all times the whereabouts of their pilots, thus enabling them to have pilots readily-available to serve their patrons promptly.

In an effort to interest even more companies in business flying, Stevens has recently developed several "package" plans for their customers—one of these includes an analysis of travel needs, recommendations for aircraft and pilot needs, and an in-house flight training program.

Still another "package" offers hangaring, complete maintenance, fueling service, dispatching, service "A" weather drop line, a lounge, flight kitchen, "nap room," locker space for supplies, and a private office, all for a very reasonable fee.

Stevens conducts intensive, planned training programs for their pilots and mechanics. These programs are comparable to those of scheduled air carriers. In conjunction with this training, Stevens utilizes ferry flights (provided they do not carry passengers on board) for pilot in-flight training. Additionally, all aircraft type ratings secured by their pilots are conducted by FAA inspectors.

Stevens Aviation, Inc., has the capability of maintaining and servicing all types of aircraft, ranging from very small single-engine aircraft to the $1 million-plus turbo-prop plane.

Recent surveys show that nearly 32,000 business aircraft are being operated in the United States today, and this number is expected to double by 1970. With this market in mind, Stevens Aviation, Inc., has geared its operations to the Jet Age and can take justifiable pride in their "showcase" fixed-base operation.

The Federal Aviation Agency, knowing their true value, continually encourages the development of excellent fixed-base operations. "FAA HORIZONS" has told this story of Stevens Aviation, Inc., because it is a good example, among many, of a highly efficient operation. (Editor's Note: If you have a story you think will be of general interest to the FAA family let us know and we'll take it from there.)

Giant Chickamauga Locks open wide for tiny FAA fleet.

Are you looking for a way to relieve the pressure? If so, you might consider a boating expedition on the Tennessee River. A group of FAA employees who recently took such an excursion, found it very exhilarating.

During the first months of the year, several employees of the Atlanta Tower began making plans for the lengthy boat trip. A target date was set and plans were completed well in advance.

The day before departure, the boating teams got together to make final plans and preparations. Motors received final inspections, life jackets stored away, tents packed, sleeping bags obtained, and beverages iced for the expedition . . . and then came unexpected rain!

The Weather Bureau had promised clear weather for the proposed route area due to a high-pressure system which was scheduled to move in on departure day. But the high obviously wasn't high enough, and the sky periodically drenched the crews. Still, five boats with ten stouthearted "seamen" headed overland for Harrison Bay State Park in Chattanooga which was to be headquarters for the four-day trip. Soon after arrival, tents were pitched, fires built, and a hearty outdoors repast was enjoyed. Everything was set for the long boat ride which was to begin at sunrise the next morning.

Ships' crews were Captains Jack Reid, Frank Harrison, John Nance, Franze Rice and Sam Kitchens, with pilots Edward Buck, Bill McIver, "Buck" Mason, Ed Morrow, all of the Atlanta Tower, and Luther Bell of the Hampton Center.

The bay was entered early the next morning with the hope of reaching Knoxville by dark. Upon the first encounter with the Tennessee River, the group faced strong winds and rough water; so rough, as a matter of fact, that two boats were very nearly dunked.

After several unsuccessful attempts to go upstream, it was decided to take the course of least resistance and head downstream, riding with the waves. Revised plans now called for the trip to include some 280 miles to Guntersville, Alabama, and return. The locks at Chickamauga Dam near Chattanooga were entered and the group passed on to the west side of Lookout Mountain, then on downstream, reaching Guntersville around 5:30 p.m.

Due to the cold and damp weather, some of the crews began to feel tired of roughing it, and made preparations to spend the night in a motel. However, two die-hards, Mr. Bell and Mr. Rice, who scoffed at such an idea, threw their sleeping bags on a picnic table, and prepared to settle down for the night.

The next morning, the crews found the two "nature boys" in a nearby, well-heated boat house sleeping comfortably on innerspring mattresss!

Very shortly on the second day, the group began their motor trip up-river to Chattanooga which they reached without incident. The weather was very accommodating, making the trip doubly enjoyable.

The boats passed through Hale's Bar Lock and Dam shortly after noon and reached Harrison Bay at 6:00 p.m. Tents again were pitched for the night, fires built for cooking the evening meal, and plans discussed for the trip to Knoxville the following day.

BOATS AWAY!

Spirits were somewhat dampened, for the crews awoke to find ever-increasing rain falling with colder temperatures. The "gung-ho" group determinedly started for Knoxville. Those with tops on their boats were fortunate; those without were cold and miserable, but there was hardly a word of complaint.

After two hours, a stop was made for gas, then the boats headed for Watts Bar Lock and Dam. Watts Bar was the largest lock entered during the trip.

To accommodate the group's passage, the U. S. Corps of Engineers used 14 million gallons of water. The water was fed through three large tunnels from the lake above the dam. When it reached the height of the lake above, the upper doors opened and the group passed through into the lake above the dam.

Because of the continued bad weather, it was decided to cut short the trip upstream and return to Watts Bar Lodge for lunch and then to go back to Harrison Bay. The weather became worse, clouds arose and fog lowered visibility. Because of these conditions, plus the approaching darkness, the boats synchronized their speed to become a unit, lest someone go astray. In due time, Harrison Bay was reached, and in record time, the boats were trailered for the return trip home, very welcome thought.

The group had boated for three days, used 300 gallons of gasoline, traveled 460 miles, and had some very interesting memories. Although bad weather plagued the boating enthusiasts, it was a trip that everyone enjoyed and a similar trip is being planned for next year—and oh, yes, you're invited!

The five small boats are made ready for their summer adventures.

Mason, Harrison, Nance, Morrow "put-put" to Chickamauga Dam.

Above: Frank Harrison puts on suit for a swim in the Tennessee River. Below: Two of the FAA fleet of five start off together.

To simulate actual flying conditions, this photograph demonstrates how life-size pilot and co-pilot dummy men are placed in normal positions inside the cockpit area of the fuselage during a "bird impact test."

A Jet-Age "Turkey" Shoot

Aircraft manufacturers in this modern day, ever-alert in their continuing search for more effective ways to increase safety in aviation, never cease to amaze all with interesting and surprising innovations.

Airplanes, of course, are subjected to literally hundreds of different tests during the actual assembly and flight testing. One of the unique tests that an airplane is now given, long before it rolls onto the flight line for its maiden trip aloft, is the "bird impact test."

Large birds represent a considerable hazard to aircraft in flight—particularly during the migratory seasons when great flocks are encountered, both in flight and massed around airport runways.

Of course, special noise-making equipment is employed to prevent these flocks from gathering on busy airport runways. However, just one large bird in flight can spell Hazard with a capital "H" should it fly directly into the windshield of an airplane.

With this potential danger in mind, U. S. aircraft manufacturers have developed various tests to insure that the windshield can withstand a sudden collision with a large bird.

One of these manufacturers, Lockheed Aircraft Corporation, has devised a rather elaborate and effective technique for testing the strength of these windshields. This company has developed a "bird projectile gun" which uses compressed air as the propellant. The gun has a 20-foot long, 5-inch barrel—a virtual cannon.

The projectiles for this gun are freshly-killed, unplucked chickens, weighing approximately four pounds each, which are placed in individual bags. This transparent bag measures five inches in diameter and 11 inches in length.

To further simulate actual flying conditions, life-size dummy men are placed in the pilot's and co-pilot's normal cockpit positions. Each dummy has a layer of clay covering the facial area, and thin wrapping paper is placed over the chest area to enable studies to be made of the potential glass injury area.

External window temperatures are set to simulate the normal airplane operational level, and internal heaters are used to regulate the normal heat found inside the cockpit.

In order to study the effects of these impacts, high-speed motion picture cameras are used to record the actual flight of the projectile and the ultimate result of impact on the windshield target area. One camera is located inside the fuselage, and another on the outside to fully record all the effects on both sides of the windshield.

The gun barrel is then positioned to enable a parallel line of flight of the bird projectile against the windshield area—the "bird" is breech-loaded into the barrel of the gun . . . air pressure is increased in the air reservoir tank to produce a projectile velocity of 365 knots (approximately 422 miles per hour) . . . bright lights are turned on . . . the remote-controlled cameras roll . . . the gun is fired . . . and the bird is thrown against the airplane's windshield.

This test is repeated from many different angles, over and over. Afterwards, the film records are carefully studied, specifications revised, and adjustments are made when necessary, until their engineers are completely certain that this part of the aircraft meets all the high safety standards to insure that pilots and other crew members are adequately protected from this source of injury and that the plane is strong enough to withstand possible damage from birds. Thus, we have a "Jet-Age Turkey Shoot."

The bird projectile gun, used in bird impact tests is mounted on a sturdy, mobile platform, permitting easy maneuverability. The compressed air tank, which supplies the propellent for the "bird gun" is situated just under the rear section of the long barrel.

Visible in the foreground of this photograph is the twenty-foot-long barrel of the bird projectile test gun. Behind it is the forward fuselage section of plane which has been positioned directly in line of fire during course of a bird impact windshield test.

Here the bird projectile test gun has just been fired. The compressed air is visible as it escapes from the muzzle of the gun barrel, and the bird projectile is seen in the right center of the photograph just after it has bounced off the windshield target area.

CENTRAL REGION NEWS

SHOULD YOU OR SHOULD YOU NOT DO-IT-YOURSELF

The past several years have seen a sharp increase in the number of things coming under the heading of "Do-it-yourself." We see kits or plans for building everything from ceramic ashtrays to flyable aircraft.

While this is a commendable accomplishment, in most cases there are circumstances where we SHOULDN'T do it ourselves. An example of this is in the field of responsibility and delegation of authority. There are many times each day when the person in a managerial or supervisory position discovers that he needs more facts before making a decision. As a leader he must make a decision. Either he takes the time to gather the details himself, or he delegates the responsibility to someone else. In other words he must ask himself if this is a do-it-yourself task or one that should be subordinated. By his ultimate answer he reveals his capability as a leader.

The success or failure of many a business or enterprise (or government agency) can often be determined by the manner in which management, including all line supervisors, handles its responsibilities. Some of those which can be seen occasionally dying on the vine are actually choking to death on a multitude of details, necessary of course, but not so urgent that subordinate levels within the organization could not solve them; and perhaps solve them with greater speed and efficiency by having knowledge of local or specific information important in decision making.

One of the basic principles of the "decentralization" program is that the person most familiar with a problem, the one who can come up with the facts, is the person who lives closest to them. Of great consequence then is the determination that the one to solve the problems should also be exposed to them, and not isolated by great distances.

Command decisions on matters of policy or the future impact of major changes to programs should be made by leaders with experience. Specifically, however, matters of daily operational and functional concern are those to which I refer.

All too often, persons in high supervisory positions are overworking themselves needlessly justifying their actions with the thought that if they want something done correctly they must do it themselves. This may sound good to the ear, but like the do-it-yourself carpenter who frequently bangs his thumb, the self-help fad can become too much of a good thing if practiced continually.

This theme has been stressed before and no doubt will arise again, but it cannot be put too strongly—that the manager's job is to manage, the supervisor's job is to supervise and the technician's job is to provide the technical knowledge necessary for the success of the organization.

So I ask that each supervisor review his current do-it-yourself habits and earnestly strive to correct any found lacking. Conserve your time and energy for the performance of your own important duties. In other words, DON'T do it yourself, unless it's your job.

J. M. Beardslee
Director, Central District

1300 Mechanics Present Views at Maintenance Meeting

FAA's "grassroots" meeting with aviation mechanics held in August and September, were termed highly successful in the Central Region by J. J. Manning, Chief, General Aviation Maintenance Section, Regional coordinator of the meetings. Held primarily to discuss modernization of aviation mechanic certification requirements, the meeting yielded numerous ideas and suggestions. More than 1300 mechanics from general aviation, air carrier, trade associations and industry attended the meetings which were held in seven metropolitan areas. In the right photo, Martin Oosta, FAA Principal Maintenance Inspector, Ypsilanti, Michigan, GADO, addresses the gathering held at the Willow Run airport. Left, George Boal, Maintenance Inspector at the Kansas City GADO, speaks to mechanics. The meetings in the Central Region were held in Detroit, Chicago, Minneapolis, Kansas City, Wichita, St. Louis.

DISASTER CONTROL PLANNING GUIDES AVAILABLE FROM AIRPORT ENGINEERS

The three Disaster Control Plans shown here are based on the Wold-Chamberlain Model Plan and are available to airport managers from the closest District Airport Engineer in the Central Region.

Three booklets are now available from Central Region District Airport Engineers which provide assistance to the local airport manager or airport authority in planning for the problems encountered with natural or man-made disasters.

Edited by Milton L. Zeuner, Airports Division, the booklets are in outline form and based on the Wold-Chamberlain Model Plan. They are intended as an aid toward survival and reactivation of an airport following a nuclear attack or natural disaster.

The three plans, aside from being informative, establish a checklist to be used by the airport authority for systematically planning for the protection, care and survival of airport and airport tenant personnel as well as the general public.

Each of the plans is designed to meet the needs of a specific category airport and should be used in conjunction with the "Airport Disaster Control Guide" and the Advisory Circular entitled "Radiation Safety For Civil Airports," published by the Airports Service.

Emergency charts, such as shown in the accompanying illustration, are used to supplement directions found in the three plans. The charts list warning signals, management authority and phone numbers, shelter managers, and directions to nearest shelter. Limited use airports with no need for formal plans can use only the chart to show basic directions and management authority.

SIX WEEK COURSE TEACHES TRICKS OF SURVIVAL

Aviation minded persons in areas of Kansas and Missouri were afforded the opportunity to learn the "know how" of personal and family survival during classes which began in October.

Although the course was being offered to the general public through each state's public school Adult Education Program, no real emphasis was being given the program until Central Region's Civil Defense Planning Officer Wilbur Sprague contacted the state coordinators for the Civil Defense Adult Education program and arranged to have the course brought to the people of the civil aviation industry.

The twelve-hour course was set up as six weekly two-hour periods of instruction entitled "Personal and Family Survival." It is part of a nationwide program sponsored by the Department of Health, Education, and Welfare and funded by the Department of Defense. The teachers are especially trained by the State Board of Education and are paid to teach the twelve-hour course at a rate commensurate with salaries paid other adult education teachers.

Instruction materials were provided by the Office of Civilian Defense and the Department of Defense and included a free textbook and other related handout matter which may be used for future reference by the student. Films, demonstration of radiation detection instruments and other visual aids were used in the classes.

Fifteen classes were set up in Missouri and Kansas. Plans are underway for other states to follow suit. FAA employees interested in this course can receive more information from their local Superintendent of Schools. Classes generally consist of at least 30 adults. Children under sixteen are welcome, but in most cases will not be eligible for a state certificate.

Four employees in Accounting Division get Outstanding Awards from boss Garrett and Executive Officer Brannon. From left: Garrett, Adeline Lawless, Shirlee Miller, Helen Schoene, Yvonne Johnston, Brannon.

25 Years and 13,763 Hours Later Nan-12 Celebrates Her Birthday

Nan 12, a Flight Inspection aircraft assigned to the Central Region marked its 25th anniversary on October 20, 1963. The Douglas-built aircraft, serial number 2053, was originally accepted by the United States Army Air Corps in 1938 as a C-47 utilizing 900 horsepower engines. The CAA converted it to a DC-3A in February 1951 by installing engines rated at 1350 HP. Now used for flight inspection of FAA ground facilities, it has been flown a total of 13,763.8 hours as of this writing and presently is assigned to the Minneapolis FIDO.

FLIGHT STANDARDS INSPECTORS HAD BUSY YEAR

Central Region's Flight Standards Air Carrier Operations Inspectors performed 2534 en route inspections on the nation's airlines during the last fiscal year. These men also observed 1132 Instrument proficiency checks and issued 608 Airline Transport Certificates and Type ratings plus 170 Flight Engineer Certificates.

Numbering less than 30, the Air Carrier Operations Inspectors are kept busy guarding the safety of passengers and crew alike by requiring that the high standards set by the FAA are met before granting any certificates or ratings.

During the same period, General Aviation Operations Inspectors performed 6495 private pilot flight tests, 946 instrument rating checks, 941 commercial pilot tests, 152 ATR flight tests and 825 flight instructor flight checks. This total, together with 4037 various flight tests given by FAA approved Pilot Examiners, resulted in a grand total of 10,496 flight checks being given for pilot certification.

In addition General Aviation Operations Inspectors conducted 1084 proficiency flight checks with executive pilots, air taxi pilots, FAA rental aircraft checks and authorization checks.

Of equal importance to our safety program are the myriad inspections made of both aircraft and maintenance facilities by General Aviation and Air Carrier Maintenance and Electronics Inspectors. A future issue will carry details on these latter activities.

DETROIT CITY ATCS ENTERS MICHIGAN AIR RACE

Miss Joan Olowach, (at left), Air Traffic Control Specialist from Detroit City Tower, and Mrs. Lyllian Schneider, another Detroit area Ninety-Nines member, check over the course of the Michigan SMALL Race held August 16. Miss Olowach piloted a Cessna 172 in the annual event. Joan has been a pilot since 1958.

Although this article was not submitted to the Public Affairs office specifically for inclusion in the Hobby Corner, it certainly can be said that flying is one of the hobbies of Miss Joan Olowach, an air traffic control specialist from City Tower in Detroit, Michigan.

Joan, who began her flying in 1958, piloted a Cessna 172 in this year's Michigan SMALL Air Race on August 16. An annual event, the SMALL Race was so named to distinguish it from the annual All-Women Transcontinental Air Race held about the same time. The 1963 race originated in Kalamazoo. Fifty-three aircraft entered the 166 nautical mile course this year and Miss Olowach was among 44 of the contestants to reach a 90 per cent or better toward their handicap goal. With her sister as co-pilot, Miss Olowach ended with a 94 per cent proficiency rating although 33rd in the running of the 53 aircraft. Instrument weather conditions delayed the start of the air race by three hours which included aircraft from fifteen states and Canada.

FAA HORIZON's salutes Joan Olowach for proving once again that FAA controllers can perform well wearing either "hat."

Named Manager of the Year

Cliff Skoog, Chief, General Aviation Operations Section, was awarded two honors for his participation as manager of a little league baseball team during the past season. Skoog was manager of a Johnson County (Kansas) 3 and 2 league in the Midget B Division for boys 11 and 12 years of age. The plaque shown in the accompanying photo was presented to his team as winners of the intercity championship between Kansas City and Johnson County. The trophy was presented to him personally as "Manager of the Year," by the Chrysler Motor Corporation, sponsor. The award is presented to one of the 188 managers in the Johnson County league which consists of more than 2,500 boys in several age groups. The trophy is awarded for a combination of games won, sportsmanship, and sponsor and parental relationship. The team managed by Skoog had an undefeated season this year winning all 23 of their games.

HOBBY CORNER

Hobby Corner made its first appearance in the October issue. We hope to make it a continuing feature, so if YOU have a hobby, share it with HORIZON's readers. Address a few pertinent paragraphs, accompanied by a good glossy 8x10" print, to the Editor, Regional Office, Kansas City.

SOARING YIELDS NEW HORIZONS

A few of the active pilots are shown beside the club Schweitzer TG-3A trainer recently sold in favor of a German-made high performance trainer. From the left: L. Swinney, one of the younger members; F. Lilly, instructor and record breaker; B. Johnson, only FAA member at present time; J. Bates, president; S. Underwood.

Seven new members of the soaring club got the chance to solo this bird during the summer. This graceful ship was photographed from the runway as it neared the ground. The sensation is one of floating in air.

In the photo above, the trainer is shown seconds after touchdown. The pilot gently guides it to runway's end. Below: The TG-3A rests in line with the club's solo Schweitzer 1-26. In summers, the tow is a busy bird.

Above: The landing roll can be long, but the walk back holding the wings level can be even longer. Below: This German-built sailplane made a record flight of 242 miles from Kansas City.

Other ways of launching a sailplane besides the aero tow include auto tow. This truck-mounted Cadillac is nicknamed "The Beast."

Whether you call it gliding, soaring, sky sailing or sheer folly, the thrill experienced by the intrepid airman who matches wits with Mother Nature in a motorless craft has no equal.

Whether the initiate to the art of glider-guiding is a novice to flight or has a power license with ratings from Cessnas to Sabre-jets, the joy of that first flight where one remains aloft by riding the eternal winds is boundless. The silence is broken only by the gentle whistling of the wind which increases or decreases with each maneuver performed. To metaphrase a statement in a booklet published by the Soaring Society of America . . . if horse racing is the Sport of Kings, then soaring is the King of Sports.

One of the most active soaring clubs in the middle west during the past summer is aptly named the Midwestern Soaring Association. Operating out of the East Kansas City Airport near Grain Valley, Missouri, the club boasts 24 members six of whom joined during the summer months. During the season seven soloed a glider for the first time. Two were completely new to gliders, the others are power pilots going after their glider rating.

Soaring differs from gliding, in this day of high performance sail planes, in that while soaring one stays aloft by riding the rising currents of warm air, or flying along a ridge or mountainside on a windy day, but nevertheless remaining in the air by his skill and daring; while in gliding one merely reaches the highest altitude possible by launching or aero-tow and then slides down the invisible path to the green fields again. The latter instance, although obviously not to the liking of a true soaring pilot, frequently happens to the best of them . . . causing much consternation.

Although not a poor man's pastime, neither is it a game only for the idle rich. Once the basic instruction is received and a pilot certified for solo cross-country flying, he can spend about what he chooses. A student pilot can solo at the age of 14 provided he meets the requirements and receives his private glider certificate when he is sixteen. He must accumulate one hundred glider flights or 50 flights that total at least 10 hours, plus pass a written examination and a flight check. Those who already hold power plane pilot certificates have less to accomplish before taking the flight check that will qualify them to have the glider rating added to their power certificate.

The Midwestern Soaring Association was initially organized in September 1957 when three enthusiasts banded together to stimulate interest in soaring and to form a chapter of the Soaring Society of America. An old wartime Schweitzer TG-3A sailplane trainer was located in Wichita and purchased although it was not covered and was in need of several modifications. The undaunted trio returned the ship to Kansas City, however, and spent the following months recovering it and seeking out more members for their growing organizations.

By Christmas of 1958, the ship was inspected and certified by the FAA and flown to its home base at Olathe, Kansas, towed by a PT-23. Since then the glider has outlived a tow plane or two and was recently sold after having performed admirably well for so long. The club members are currently considering the purchase of a German-made two-place trainer with increased performance over the TG-3A. Spring should find members polishing a new canopy and shining the wings on a new trainer.

Records were set by club members during the past season. Several made various distance, time and altitude goals in accordance with the rules of the *Federation Aeronautique Internationale* to win the coveted Silver, Gold or Diamond "C" Badges issued by the Federation.

One thing about soaring, according to enthusiasts, it only takes one ride to become addicted to the sport. Only one member is an FAA employee at the present time, although two or three others are procrastinating. Perhaps all they need to become addicted is that first ride, slipping easily through the air, sans the roar of an engine.

ATC'S FINISH FIRST-LINE SUPERVISOR COURSE

Air Traffic Control Specialists who completed the First Line Supervisor's Course in September are shown here as they posed at the Kansas City Center where the course was held. The eighty-hour course is identical to others held previously to further enhance the capabilities of our personnel and thereby benefit the Agency with higher qualified men. Attending the course were left to right: Seated, Glenn H. Genrich, MKC ARTCC; Bernard E. Fritts, MKC ARTCC; Robert M. Henderson, ICT RAPCON; Robert G. Hoge, MKC ARTCC; Eugene O. Mense, MKC ARTCC; Joseph L. Nambo, MKC TWR. Standing, Robert Jordan, OKC Instructor; Forest W. Nothnagel, MKC ARTCC; Walter R. Packham, MKC ARTCC; Herman H. Puttkammer; MKC ARTCC; Harry M. Crouse, OKC Instructor; Jerry M. Crouse, OMA RAPCON; William E. Enright, MKC ARTCC; George Short, LNK-TWR.

Springfield FAAers Are Feted

A total of 85 years of service with the FAA is represented in this photo of employees at Springfield, Missouri SMS and CS/T. Seated are Norman Bolick, SMS chief (20 years); Mrs. Floydine Murphy, SMS secretary (10 years); Standing from left: Earl Wilson, SMS (15); David Glaese, SMS (10); Edward Lindberg, CS/T (10) and Elmo Boswell, CS/T (20).

Back to School for Management

Attending a forty-hour Management for Supervisors, Phase II course September 9-13 were from the left, seated: O. L. Pritchard, Madison CS/T; R. S. Nastek, Milwaukee SMS; B. A. Geier, Milwaukee GADO; N. C. Birkholz, Green Bay FSS; L. C. Sorenson, Jr., Green Bay TWR; C. P. Onsgard, Green Bay SMS; T. T. Snow, Milwaukee FSS. Standing, from left: G. Kroll, Milwaukee SMS; J. D. Ekegren, Milwaukee (Timmerman) TWR; L. Holt, Minneapolis SMS; C. A. Brock, Instructor from Regional Office (CE-14); D. Beyersdorf, Madison SMS; J. Steele, Houghton SMS; H. Weeks, Park Ridge SMS; L. Davis, Oshkosh TWR; G. W. Trumbel, Lone Rock FSS. The course was conducted by the Central Region Training Branch.

EMPLOYEES SHOW OFF NEW AWARDS

Accounting Division employees responsible for mechanized payroll procedure were cited for Special Service. Presentation of awards was made by Kirby Brannon and Gerry Garrett. From left to right, G. C. Garrett, N. Gates, I. Hogan, F. Dvorak, D. Sheehan, M. Davis, S. Hutton, L. McMillan, A. Ottaviano, G. Church, V. Smith, M. Donnelly, W. Boyce, A. Fulton, B. Chambers, M. Rogers and K. Brannon. Also included in the Group' Award were Helen Conklin, Helen Eckert, and Naomi Farmer.

Mr. Lawrence C. LaPorte, Chief, Minneapolis FSS receives his gold pin for 30 years of service with the Federal government from E. T. Kierski, Air Traffic Supervisor and Minneapolis Area Coordinator who received a 25 year pin in similar ceremonies. Witnessing the presentation are Frederick Wedl, real MSP Tower and Helmer Carlson, Minneapolis Center, both of whom received 25 year pins. Service pins were also presented to 31 other employees with 20 years of service, 11 with 15, and 66 with 10 years service.

DR. McMILLIN LEADS SEMINAR AT MINNESOTA

Charles W. McMillin, M. D. (Front row, left) Regional Flight Surgeon, conducted the Aviation Medical Seminar held at the University of Minnesota Medical School August 21 to 23. A total of 45 medical examiners located within the 12-state regional area attended. As medical director of the Aviation Medical Seminar Staff, Dr. McMillin presented discussions of the Federal Air Regulations pertaining to the medical certification of airmen, the policies and procedures of the Aviation Medical Service and Accident Investigation.

Professors of the University of Minnesota Medical School and members of the Washington and Oklahoma City Staff presented topics in their field of speciality of interest to the examiners in their practice of aviation medicine. Dr. Jan H. Tillisch, Consultant in Internal Medicine at the Mayo Clinic and Medical Director Northwest Airlines, St. Paul, Minnesota, was the guest speaker at the dinner on August 21, 1963. Dr. McMillin conducted general questions and Summary.

Portable Display for Lectures

Several facilities have asked in the past for some type of display that would tell of their phase of the FAA and yet be small enough to be easily portable. Their desire actually stemmed from the need for something additional when they presented talks to luncheon or civic clubs. The accompanying photograph shows what one facility produced for just this purpose. Designed by Air Traffic Specialist William Lyons of the Mason City FSS, the display is exhibited at various places on the airport when not actually used at meetings. The exhibit measures 24 by 30 inches with two 15" by 24" wings hinged for folding. It is made of pegboard framed with metal edging.

FAA EXHIBIT AT STATE FAIR

Shown here are some of the thousands of persons who saw the principal FAA exhibit "FLIGHT-USA" while it was on display at the Indiana State Fair from August 24 to September 4. The exhibit depicts the story of the Federal Aviation in general and Air Traffic Control in particular. Controllers from Indianapolis Tower and Center were on duty to explain the exhibit, answer questions and regulate the flow of traffic.

Dillon Personnel Honored for Service

Dillon, Montana FSS Chief Earl T. Morton presents Outstanding Performance Awards to Haldo S. Fredrickson and Harold L. Beddor. Fredrickson also receives a 25 year Service pin.

CIVAIRETTES

Stand for Service and Socials

Officers of the Civairettes. Above, front row from left: Wilma Marstellar, Program Ch., Mary Detrich, Publicity Ch., Lorene Neptune, President, Joan DeLear, Vice Pres., Shirley Krueger, Service Ch. Back row from left: Vivian Stewart, Treas., Martha Baese (a charter member) Counselor; Patricia Beal, Social Ch., Marsha Franklin, Recording Sec., Muriel Johnston, Corresponding Sec. Below Charter members Dorothy Mann, Helen C. Leighow and Georgia Ruhl.

A group of women employees at the Regional Office came of age in September this year. The name "Civairettes" was adopted by the club in September 1942 when they were officially organized. Charter members of the group totalled 39, four of which are still employed by the Agency and still active in the organization.

Formed primarily as a social club for women employees of the former Civil Aeronautics Administration, hence the name, its activities could almost qualify it as a philanthropic society. The women hold a monthly business meeting on the third Tuesday of every month followed by an educational program. Speakers for the program alternate between FAA employees and others from outside the Agency. Agency speakers in past months have included Regional Director J. M. Beardslee, who described life in the Hawaiian Islands, and Roy Stears, Airport Engineer, who gave an interesting travelog with colored slides of a trip through Cyprus, Lebanon, Egypt and other Middle-Eastern countries.

Outside speakers have included LaVaughn Wangler of Hall Bros. in Kansas City which produces Hallmark Cards. Members learned many ways to dress up their gift wrapping techniques and other decorations and ideas at this meeting. The owners of a local shop "The World of Wigs" described their unusual business at another meeting while five FAA girls modeled their creations.

One hundred and twenty-five names now grace the roll of the Civairettes and fellow employees will testify that during candy selling season there is a Civairette at every turn. The money thus collected, however, is put to good use, for somewhere along the way this social club got an inspiration. For example, in December of 1946 they "adopted" all the children in a local orphanage for the Christmas season. Approximately 60 children were given gifts of clothing and toys. In addition the home was provided with four turkeys and other items to make a joyous Christmas dinner for the children. A further gift of $100 was for other essentials known better to the managers of the home.

The foregoing example is neither the first nor the last recorded incident demonstrating their generosity through the years. They have provided tons of coal, gallons of milk and boxes of bread and other necessities for needy families. Recently they presented a check for $400 to a Kansas City rehabilitation center for the physically handicapped. Another check for $300 was given to a charitable organization.

They take time out to have fun, though. Watermellon suppers, dances, swimming parties, ice skating, dancing lessons and weekends at a local lake cottage seem to highlight the social season. They might play hookey, too, according to this excerpt from the official history. "September 14, 1950, Some of the members took in the State Fair at Topeka. This was a novel idea and those who could get annual leave attended. We left Kansas City at 9:00 AM and returned at 7:00 PM. Side shows, cotton candy, hot dogs, popcorn, freaks and lots of fun."

Civairettes are still having fun these days, just as they did in the past. The stated purpose of the organization was, and is, to promote good fellowship and friendship among the female employees of the CAA/FAA. They have accomplished this end many times over and have had an enjoyable time doing it.

The Civairettes are to be commended for 21 years of service to their fellow employees, for their many contributions to charities and other works of kindness they have practiced over the years.

GLIDER CLUBBERS FLY THROUGH THE AIR WITH THE GREATEST OF EASE

The cool, clear sky was silent. The only sound was the soft purr of the wind slipping by the fuselage of the glider, and the pilot felt the freedom of powerless flight.

Below, the rolling Oklahoma landscape slowly moved across the scene and an Aeronautical Center employee was feeling the thrill of riding in a glider.

Don Burnworth, President of the 16-member Sooner Soaring Society, is a pilot at the FAA Center, and on occasions, manages to get in some time in the glider.

"We find that some people call it a sail-plane, and others a glider," Burnworth says. "Actually, both names are correct but legally it is a glider."

Two other Center employees are currently members of the club. They are F. R. Keene, Flight Evaluation Branch, Quality Control Division, and Larry Lyon, Unit Chief, Airborne Electronic Inspection.

Burnworth encourages both students and others at the Aeronautical Center to check into the club.

Initial membership is $135.00 and then $3.00 per month dues, to pay for the hangar rent on both the glider and the tow plane.

The plane is a Stinson L-5, and is a former Oklahoma Highway Patrol aircraft, also owned by the club.

Burnworth not only acts as president of the year-old club, but is also area examiner of the Soaring Society of America.

He grants the A, B, and C awards for this area in gliders.

A is granted to a person who solos a glider. B is granted to the person who obtains a certificate for gliders and C is given to a person who goes to 5,000 feet in a glider or soars for 5 minutes.

About the only modification the Club had to do to the Stinson was place a tow hook on the aircraft.

This had to be certified by the FAA GADO office in Oklahoma City.

The members of the Club all take turns in soaring and flying the tow plane.

"We have it pretty well worked out," Burnworth said, "and it is a lot of fun to do both."

He encourages more people to become interested in soaring, for there is the thrill that can come only from this sport.

"The best soaring," Burnworth explained, "comes under certain weather conditions in Oklahoma. Usually just before a cold front moves in, or immediately after the front goes by is the best time.

"Before the front, there are a number of updrafts, that send the glider high. After the front has gone by, the warm air on the ground rises rapidly, and the cold air above encourages the rapid updraft."

This particularly type of glider, a Schweitzer T G 3-A, holds the world altitude record for gliders, reaching 44,000 feet.

So far, club members have not attempted any sort of altitude record, for they have been more interested in training. On any Sunday you will find Burnworth and his gang at the airport.

Don Burnworth, President of Sooner Soaring Society sits in Stinson L-5 which is based at Guthrie Field.

Burnworth makes sure that the tow hook is securely fastened to the sail-plane. The Club has 16 members.

THE SOONER STATE IS FAMILIAR TO CENTER'S NEW DEPOT CHIEF NAUMAN

The variations in the Oklahoma weather are nothing new for the new Manager of the Installation and Materiel Depot.

Warren E. Nauman is a native of California, but he has had several contracts with the Sooner state and likes the people and the climate very much.

"I was stationed at Tinker Air Force Base during World War II," he explained, "and I got to know the state quite well."

His wife is a native Oklahoman, and worked for him when he was at Tinker during the war.

"She is from Cashion and feels right at home."

The Nauman's have three children, and have made their home in Norman where about 500 other Aeronautical Center people live in the University city.

He is a native of Sacramento, California, and attended college there for two years before going into service.

He is new to the FAA, having joined the Agency July 21st of this year.

Before coming to the FAA, he was a civilian employee with the U.S. Army Materiel Command serving both in Washington and in Germany for three years.

Actually he has been with the Army in a civilian capacity since he was discharged from the Air Force in 1946.

Most of that time he was with the Army Logistics Corps in California and Washington.

He is well pleased with the Aeronautical Center operation, "For it is an exceptionally fine place to work. The people are of very high caliber here, some of the finest I have ever met in Government."

William E. Nauman comes to Center as Depot Manager and sees advance in technique and operations.

EXCLUSIVE RECOGNITION FOR MACHINISTS AT AC

Center of attraction is the union charter just granted at AC. (l. to r.): Jesse Knipp; Jimmy Holcroft; Lewis Eayne, Center Manager; Claude Mathews; Desherd D. Smith; R. Sicard; C. V. Leonard; and Robert Bracken.

Exclusive recognition of a Union was recently granted by the Federal Aviation Agency's Aircraft Services Base at the Aeronautical Center to the International Association of Machinists, Local Lodge 960, Oklahoma City.

The Aeronautical Center IAM Local became one of three unions within the Agency given this exclusive recognition. The others are located in Washington and in the Southern Region.

Exclusive recognition gives the IAM the right to enter into negotiation with management officials to reach contractural agreements applicable to all members, union and non-union in the recognized shop within the Aircraft Services Base. The formal recognition granted some months ago gave the union the right to be consulted on all matters of interest pertaining to members in the ASB. However, the union is not involved in the hiring or firing of employees, must employ democratic processes, and members are prohibited by law from striking against the government.

DR. G. K. NORWOOD TAKING GRADUATE STUDIES

Dr. Gordon K. Norwood, Chief of the Medical Review and Correspondence Branch of the Aeromedical Certification Division, is now attending an Agency sponsored training course at the School of Public Health, University of California School of Medicine, Berkeley.

He is doing graduate work in Aviation Medicine and Biometrical Sciences.

Dr. Norwood first joined the Agency as an Assistant Regional Flight Surgeon in Los Angeles in November, 1961.

Serving as Chief of his Branch during the implementation period of the ADP medical program, he was a prime mover and planner in the building of the system.

A native of Vernon, Texas, Dr. Norwood received his B.A. from Baylor University and his M.D. from Johns Hopkins University School of Medicine.

Chestnut Praised for FAA Service in Letter

Wesley Chesnut, (right) is shown being congratulated by Warren E. Navman, Depot Manager, after receiving a letter from Richard B. Leng, Director of the Installation and Material Service, for his devotion to his work in the Agency. Chesnut is an electronics technician in the Depot's Project Materiel Division, engineering shops.

Radar Batters Tech Services to Win Commercial Soft Ball Crown

The tag tells the story. (Top, all left to right): McDow; Clark; Weaver; Holland; Davis; Shoumaker; (Middle): Linduff Saenz Blackmon Taranoff; Wesley. (Bottom): Morton; Reynolds; Edwards; Podolec.

The Radar softball team won the Commercial League Play-offs and finished second to Technical Services in the strong FAA Aeronautical Center League. When the two top teams of the various Slow-pitch Leagues got together for the tourney, Radar came through with the victory.

It should be pointed out, in all fairness to Technical Services' team, they were slowed by injuries during the tourney, and were sidelined early.

Radar rolled through the tourney undefeated, with their biggest win seeing 64 runs scored in a 36-28 victory over the Casey Steelers.

In the final round, they lost to Santa Fe 24-13 but came back to play crisp defensive ball and gain a 6-3 victory.

Airframe and Powerplant Experts Meet at AC for Tech Conferences

The Aircraft Services Base at the Aeronautical Center was host in late October at an Aircraft Maintenance meeting.

Representatives of the various FAA regions who are instrumental in maintaining the airframe and powerplant systems of Agency aircraft were invited.

The purpose of the meeting was to exchange ideas and technical information and the program provided a discussion and clarification of maintenance policies and procedures. Further improvement of maintenance and supporting areas also was discussed.

Operational needs and difficulties were also a program discussion.

This was the second in a series of programs planned for the technical personnel of the aircraft program.

Subsequent meetings are planned for Quality Control and Equipment and Support areas.

NIGERIAN AVIATION "CHIEFS" VISIT AERO CENTER

Aeronautical Center Manager L. Bayne (center), with Chief Coker (l.) and Chief O. I. Dafe during AC tour.

Of the many foreign dignitaries who have visited the Aeronautical Center this past year, none was more friendly and genial than the aviation officials from Nigeria, Africa who toured the Center late in August.

Chief O. I. Dafe, Chairman of the Nigerian Airways was accompanied by Chief Coker, Technical Assistant.

The title "Chief" refers to their status as tribal Chieftains. Chief Dafe wears several hats—or should we say fezzes? He is also Solicitor and Advocate of the Federal Supreme Court of Nigeria, having received his LLB in London, Governor-General Representative, University of Ibadan and National Administrative Secretary of the National Convention of Nigerian Citizens.

During their brief stay in Oklahoma City, Chiefs Dafe and Coker were entertained at a luncheon attended by heads of the major program areas and the Manager, Aeronautical Center.

CARI'S DR. MOHLER SPEAKS TO SCIENCE GROUP

Leading Federal aerospace medicine scientists briefed the Life Sciences Committee of the National Academy of Sciences' Space Science Board in Washington, D.C. late in August.

The briefing provided the NAS with the latest across-the-board information concerning Government programs in Aerospace medicine.

Dr. Stanley Mohler, Director of the Civil Aeromedical Research Institute, presented the FAA's aviation medicine research programs and accomplishments.

The Air Force, Navy and NASA also presented their particular phases of the man-in-space and astrobiology programs.

The meeting represents one example of the several inter-Agency coordination activities, which insure that each Agency is cognizant of the aerospace medical activities of the others, thus eliminating unnecessary duplication of effort, and providing an expedient means for the rapid dissemination and utilization of aviation and space medicine information.

Dr. Mohler emphasized the concern and focus of the FAA's aviation medicine research program with the wide range of civilian aircraft and flight activities, and hetrogeneous pilot and passenger population, including the elderly, the handicapped, the sick and the very young.

Mohler stressed the FAA studies on emergency evacuation, civilian crew and passenger impact survival, drug problems, air traffic controller selection and proficiency factors, airline pilot aging and fatigue problems, and aerial applicator toxic hazards.

The military detailed their programs which are geared to studies on a highly select group of young healthy males who pilot high performance jet weapons platforms, and to means by which survival may be effected in sealed compartments in outer space.

The NASA representatives presented their concern with developing a space-suit capable of sustaining the life of the persons who will land on the moon; for protecting astronauts from the intense and immense ionizing radiation bursts which accompany the periodic solar flares, and with the remote control investigation of the surface of Mars and Venus for evidence of living organisms.

CARI's 1st Anniversary Recalls Projects Undertaken This Year

The Administrator preflights a newly developed aircraft seat at CARI. At left, CARI Director Mohler.

The first anniversary of the Civil Aeromedical Research Institute on last October 20-21, brought to mind many of the advances of CARI.

One of the main research projects has been the tests of seats for air carriers.

Administrator N. E. Halaby is shown in the above picture, trying out one of the newly developed seats projected for use in a soon-to-be introduced triple-jet intermediate range aircraft.

The seat was forwarded to CARI by the manufacturer for delethalization studies.

The Protection and Survival Branch of CARI conducted impact tests on the seat and returned the data as requested.

As a result of these, and similar studies, continuing progress in air safety is achieved through the joint cooperation of FAA and the aviation industry.

CARI's Director, Dr. Stanley Mohler, is shown in the photograph with Mr. Halaby.

375 at Aero Center Honored for 4,765 Years of Federal Service

In a ceremony conducted in September, R. L. Sicard, Chief of the Aircraft Services Base, presented length of Service awards to 375 employees.

Seven were recognized for 25 years of service; fifty-five for 20 years of service; seventy-two, 15 years of service, and 241 for 10 years of service.

OKLAHOMA ANG MAKES DITCHING TESTS

Oklahoma Air National Guardsmen and researchers at the Civil Aeromedical Research Institute recently conducted ditching procedures for mutual benefit.

The Guardsmen, who have been flying C-97 troop-carrying transports to Japan and back soon will be making European trips.

Since they are required to know how to get out of an aircraft downed in the water, CARI agreed to let the ANG crews use the huge ditching pool in the CARI building.

The mutual benefit part came in through films of the ditching procedures, films made by medical technicians who have been studying the most effective methods of leaving a downed aircraft.

CARI's goal is to increase the survival rate to the highest possible point. In the 18-foot-deep CARI pool the fuselage of an old aircraft was lowered until water filled most of the cockpit and covered the floor in the passenger compartment.

When the ditching bell is sounded a life raft is pushed out of the window of the cockpit and from the emergency hatch atop the aircraft. As the raft was inflated a crewman tossed out an emergency radio and the five men left the "sinking" plane.

Six ditchings were tried during a morning session and motion picture films were made of each.

Getting out of the aircraft became almost routine and the Guardsmen were clocked during one ditching at one minute, 10 seconds.

SUMMER TRAINEE PRAISES THE CENTER OPERATION

Editors Note: The following letter was received in the Office of the Project Material Division of the Installation and Materiel Depot from Kenneth R. Kimbrough, who worked this past summer in that Division as a summer student trainee.

Kenneth R. Kimbrough

In the short three months I have had the opportunity to work for the FAA Center, I have come to appreciate the great amount of time and talent spent by so many men and women whose daily effort is to promote safety of the airways. I like to think that because some day, I will be a pilot myself. Now that I have seen just how much precision and accuracy goes, not only into the equipment, but also in the massive volume of paper work that is necessary to make the Center function, I am sure that I will feel more comfortable knowing that I am flying under the safest and most modern up-to-date methods available.

With every new experience comes a little bit of knowledge, and this summer I have gained a lot of knowledge. I am sure the experience I have had will be invaluable to me, now and in years to come. It appears to me that the employees have at all times displayed an attitude of helpfulness and sincere interest in their work and the overall function of the Center. I think that if our personnel department continues to hire the same quality of employee, we will continue to have one of the most respected business establishments in Oklahoma and the nation.

AEROMEDICAL PEOPLE TAKE PART IN O.S.U. SEMINAR

The FAA's Aviation Medical Service took part in the Tenth Annual Postgraduate Course in Aerospace Medicine at Ohio State University in September.

Dr. W. R. Albers, Chief, Aeromedical Standards Division participated in a panel discussion of Relationship of Certain Physical Defects on Aviation Safety. Dr. P. V. Siegel, Chief, Certification Division discussed Common Errors on Airman Examination Reports.

Dr. Charles R. Harper, Chief of the Accident Studies Branch, discussed the Medical Aspects of Light Aircraft Accident Investigations. Dr. Robert L. Wick, Chief of the Standards Evaluation Branch, provided a discussion on Medical Support of the X 15 program.

CARI FLOTATION STUDIES

At the request of the Flight Standards Service, the Protection and Survival Branch at CARI has been conducting human factors flotation studies of typical male and female airline passengers supported in the various types of life-jackets currently in use in civil aviation. The studies are made in CARI's unique indoor ditching facility, and involve underwater slow-motion color photography. Jo Ellen Holt, of the CARI organization, is shown testing one of the vests.

Letters Requesting Photographs Come to Center from Many Lands

"I am a Brasilian boy and colect post cards and photos of aeroplanes . . ." was the wording in one of many letters received at the Aeronautical Center.

In virtually every case, the letters come from youngsters who want pictures.

The letters usually are written in a form of school-book English by young students in schools around the world. Some came from Brazil, Peru, Argentina and others arrive from Thailand or Japan.

Occasionally the Center receives a letter from an adult, but these usually carry a formal request on some phase of civil aviation.

Another early teen-age boy wrote, "I am a collector of, photographs, so i ask you send me by cam back post of any airplanes your wonderfull company,—hopping to hear from you more soon-if. Possible."

And there was a long Brazilian address.

Another wrote "Dear Sir: I am a school boy of age 15 and crazy about airplanes.

"I would be very gatefull if you would be kind eraught to send some fotografs of your airplane. Thank you very much."

In every case, the Public Affairs Office at the Aeronautical Center sends along some "fotografs" to the youngsters.

KNOW YOUR FAA AIRCRAFT

Finding an aircraft in the sky is usually an easy thing, but can you identify a particular type of aircraft? This is the Lockheed 188 or Electra. You will see the FAA as well as the airlines landing this type of plane at Will Rogers Field.

SAVINGS ATTAINED AT AC BY FORMS AND RECORDS MANAGEMENT STAFF

Considerable expense, both in money and space is being saved by the Aeronautical Center Administrative Services Division's Forms and Records Management Staff.

Reference service is provided Center operating offices while in the Center storage area, and later when transferred to Federal Records Centers.

1. One section of the shelving containing boxes of Aeronautical Center records stored in Building 246.

2. Forms and Records Management storage; boxes of records are sent down conveyor to the awaiting GSA truck for transfer to the Ft. Worth, Texas Federal Records Center.

3. Dean Taylor sends the last box to be transferred down the conveyor line, making available again shelving space at the Center, storage for more boxes to be removed from operating offices' filing cabinets, boxed, and transferred to the Center storage areas.

4. Here you see a half loaded GSA truck. A total of 1,103 boxes comprised this shipment to Ft. Worth. In addition, 560 cubic feet of records were destroyed.

AERO CENTER BOWLING LEAGUES DROPPING PINS

Over 400 Aero Center employees, with some spouses also in action, are racking pins in the four Bowling Leagues.

Three mixed leagues and a men's league are in operation on four different bowling establishments in the Oklahoma City area.

The leagues and officers are:

Northside League (16 teams). Pres. Rich McMurray, V. P. Al Krag, Sec.-Treas. Beanie Sheffy, Sgt. at Arms, Sandy McBride. This league bowls at 66 Bowl.

FAA South Side Mixed League (14 teams). Pres. Glenn Browning, V. P. Cliff Dodson, Sec. John Sprowl, Treas. Earl Shaum. This league bowls at Holiday Bowl.

FAA Southside #1 (16 teams). Pres. Bernie Waddel, V. P. Fran Crawford, Sec. Ray Hurst, Treas. Jack Blethrow. This league rolls at Meridian Lanes.

FAA Men's League (12 teams). Pres. Chester Longman, V. P. Earl Berryman, Sec.-Treas. John Sprowl. This league sees action at Penn 44 Lanes.

Looks like a busy winter in Ok City.

Two From Aeromedical Standards Hold Florida Discussion Series

In conjunction with the Aviation Department of the State of Florida Development Commission, a series of general aviation seminars was held in the southern state in September.

Dr. Charles Harper, Chief, Accident Studies Branch and Dr. Robert L. Wick, Chief, Standards Evaluation Branch, Aeromedical Standards Division, presented a series of comprehensive discussions on human factors in weather, IFR and night flight in general aviation.

CHOATE PRESENTED AWARD IN CARI CEREMONY

Vaughan E. Choate, Executive Officer of the Civil Aeromedical Research Institute recently received a Sustained Superior Performance Award and a $250 check. Dr. Stanley Mohler, Director of CARI (right) is shown congratulating Choate, and told him, "You have consistently demonstrated a rare combination of continued excellence and originality, with a willingness to work repeatedly far into the night on these complex matters so vital to the Agency's aeromedical programs". Behind Choate and Dr. Mohler is a hydraulic mechanism located in the CARI building.

Annual Employees Association Picnic Is Fun

The end of a long hot summer brought a picnic and some cool weather into play for the annual Employees Association Picnic.

Something over 5,300 Aeronautical Center employees and their families turned out for the big affairs at Oklahoma City's Springlake Amusement Park—rented for this one day's affair of fun.

It was a well-planned function—handled by Jane Fanning and her program committee—and went smoothly from the buffet-style luncheon up through the free rides for the kids and into the evening hours of entertainment and prize-drawing in the Park's amphitheater.

Special entertainment was provided by an all-girl singing group called the Mellowlarks. A quartet of the singers—the Sweet Adelines—gave out with barbershop melodies. The windup of the entertainment was an excellent baton twirling and drill demonstration by a group of teen-agers called the Veterettes.

Mark Weaver, Public Affairs Officer at the Center, was the M. C. for the program.

The Springlake Park rides received a complete workout to close the season. Long lines of youngsters, youthful and middle-aged alike, queuing up for the free thrill rides.

While Mom charges the buffet table, Pop keeps his eye on their small fry. Kids of all ages enjoyed the day-long frolick that attracted some 3,500.

Bob "Lucky" Staebler, FS-975 (above, l.) claims $100 gift certificate he won. Above, right, Committeewomen Welcome Holliday (l), Jane Fanning (center), and Joanne Gunn, check membership rolls to insure a fair drawing.

This junior Ben Hur (above) shows his mother how to handle horses. Below, left, another part of horse hardware gets workout as picnicers work off a hefty lunch. Bottom, right, Bob Smith, FS-945, corrals two of his brood.

Regional Director Explains New International Responsibilities

Realignment of areas in the FAA's decentralization program has given the Southwest Region international responsibilities and a new challenge in aviation cooperation with one of our respected neighbors, the Republic of Mexico. When the new program for Mexico is fully implemented, the Fort Worth Air Carrier District Office will be the focal point for the coordination of all civil air aviation activity in that country, both air carrier and general, which affects United States certificated aircraft and airmen.

In assuming these new responsibilities, the Southwest Region will not be actively engaged in Mexican aviation affairs with men and equipment. The burden of responsibility of fostering and maintaining good relations between the two countries on aviation matters has been shifted from the International Field Office in Miami and the FAA's Washington office to Fort Worth. Principally, the Fort Worth ACDO is responsible for the five United States flag air carriers—Braniff, Eastern, American, Pan American, and Western —now having scheduled flights to Mexico. Two Mexican airlines, Aeronaves de Mexico and Mexicana de Aviacion (CMA), operate into the United States.

It is anticipated that no Southwest Region personnel will be transferred to Mexico in this new task of carrying out the responsibilities. Several phases of work by the Region will cover the operations of the United States flag carriers into and out of Mexico, administration of certificates issued to Mexican aircraft operating into the United States, supervision of certain responsibilities to assure good management of air traffic control in flights between the two countries, certification of maintenance and repair stations that perform work on United States aircraft, and designation of Mexican flight surgeons to conduct examinations of personnel licensed by the FAA.

Mexico's major airports used by the United States air carriers are Mexico City and Merida on the Yucatan Peninsula. Six alternate fields include Acapulco, Carmen, Guadalajara, Mazatlan, Tampico, and Vera Cruz. These fields have landing aids, and several air navigational aids are located strategically for pilots using the main airways.

Many people living in Texas, as well as in other areas, have failed to keep abreast of progress and advancements in Mexico and other neighbor countries. We can no longer think of our neighbor, Mexico, as "the country across the Rio Grande." For many of us, this has been and still is a political and geographical error. In reality, in the new international alignment the Southwest Region's responsibilities extend the full length of the Mexico—United States border—from Brownsville on the Gulf to San Diego on the Pacific. Although Texas occupies half this 1500-mile border, activities in the western portion of the United States are equally as important.

One United States air carrier, Western, operates out of Los Angeles on daily trips to Mexico City, and Aeronaves has a daily flight to Tucson in addition to its San Antonio run. CMA operates into San Antonio, Dallas, and Chicago. However, general aviation activity is growing in the business and pleasure fields.

During the first seven months of 1963 at 12 different Texas airports there were more than 10,000 private aircraft arriving from Mexico or departing for that country. More than 3,000 general aviation planes used the San Diego and Calexico airports in California the first six months of this year, while 1,731 United States and 390 foreign aircraft used the Arizona fields of Douglas, Nogales, Tucson, and Yuma for Mexico flights.

With new emphasis on Mexico for business and vacation and the increase in air travel, it would be well for us here in the Southwest Region to re-examine our understanding of Mexico and our relations with our neighbor Republic. Our proximity to Mexico has always made us conscious of the necessity of good relations. Good relations are not new in our daily contact with friends south of the border. However, with the new assignment, it is important to keep ever-present in our minds the need for working even more harmoniously with them in aviation matters.

In the past we have used our common institutions for development of aviation interests mutually beneficial to all. Our Aviation Medicine seminars have included Mexican flight surgeons, and the cooperation has been rewarding. Mexican aviation officials have received on-the-job training and indoctrination in the Southwest Region and at the FAA Academy. There are still many other fields to explore.

Aviation has advanced to the use of large capacity, high speed jets carrying thousands of passengers daily along the international airways. With each aviation advance, there must also come better navigational aids, regulations, and even controls for the safety of the passengers and the general public. These responsibilities extend around the world to whereever Americans are air passengers or a United States flag carrier is operating.

Similarly, the Southwest Region has a challenge in Mexico—a challenge to test our skills, resourcefulness, and goodwill for the betterment of aviation in both the United States and Mexico. It is an opportunity to serve both in our profession and in friendship. The Southwest Region is meeting its challenge with understanding and enthusiasm.

Hasta la vista!

Archie W. League

LONG CAREER IN AVIATION ENDS FOR BLOMGREN

Arthur C. Blomgren, whose aviation career spanned the course of history from jennies to jets, retired at the Southwest Region headquarters September 30. At the time of his retirement he was serving in the Airspace Utilization and Procedures Branch.

As a young engineer with the Idaho State Highway Department, he took his first airplane ride in 1921 and obtained his pilots' license in 1926. His interests in aviation were recognized by state officials who asked him to conduct a fact-finding study on state aviation in the late 1920s. This study helped to shape the course of aviation in Idaho and influenced it in several other western states.

In 1929 he was appointed Idaho's first director of aviation, a position he held until 1935 when he became an assistant airways engineer with the Bureau of Commerce in Washington.

Blomgren came to Fort Worth the following year as the senior airplane pilot and flew patrols in checking the regional navigational aids. Two years later he was appointed superintendent of airways, where he remained until 1946.

From Fort Worth he went to Kansas City as assistant regional administrator, returning to Forth Worth three years later as chief of the Airways Operations Division. From 1956 to 1958 he was the airspace utilization officer.

Arthur C. Blomgren

Appointed chief of the Civil Aviation Assistance Group to Saigon, he served in South Vietnam from 1958 to 1960. At the end of this assignment he returned to Southwest Region headquarters.

To cap his years in aviation, Blomgren checked out in a T-33 jet when he was 60 years of age.

Blomgren plans to keep active in retirement with a multitude of hobbies. In his immediate plans is a trip—and a change of pace. He will take a trip around the world on a slow freighter—"something I always wanted to do," he said.

Dave Foss, Keith Rogers 'Rescued' in San Antonio

Dave Foss and Keith Rogers, both assigned to the San Antonio ARTC Center/Pilot Relations Program, were at the San Antonio International Airport busily obtaining the air crews' comments on FAA service and presenting the Agency's viewpoint. They walked from an airplane to the gate with the captain of a newly arrived jet airliner and suddenly found themselves in a restricted area surrounded by guards. Argument was futile, and they were processed through Customs with the passengers.

They claim the smallpox vaccinations didn't hurt much, but things began to look gloomy at one point when they couldn't produce passports and they faced the prospect of being sent back to the flight's originating point—Mexico City.

The guarded gates to freedom finally swung open when the airline pilot returned to the Customs Room on business. Recognizing the plight of the controllers, he explained the circumstances to the custom agents. With a bit of their former enthusiasm now gone, the two controllers return to their work where they now display a cautious approach to all arrivals.

Secretaries' Proficiency Increased by Meetings

Secretaries in the Installation and Materiel Division have initiated weekly meetings to stimulate interest in their work and to increase their proficiency. Benefits gained in the brief meetings are believed to more than offset the time spent away from desk work.

Secretarial meetings are scheduled similar to staff meetings. The division secretary meets with the branch secretaries to start the flow of information by echelon to section and unit secretaries. Occasionally, secretaries from all levels meet together to receive information on special subjects such as the preparation of performance standards.

FAA Retires Flight Inspection Jet Which Initiated Jet-Age Checking

Ceremonies were held recently at Oklahoma City marking the end of a colorful career for the first jet used by the FAA in high altitude flight inspection. One Southwest Region employee and a former regional electronic technician were on hand to mark the passing of the FAA's early venture into jet-age flight checking.

One of the two RB-57As obtained from the Air Force, was lost after a control failure in flight. EMT Willis E. Gresham made one of the few successful ejections on record from the enclosed avionic compartment of the A Model B-57, when he and the pilot, Leslie O. Cox, ejected from the stricken aircraft in the vicinity of the Patuxent River Naval Air Station in June 1960.

M. L. Sheppard, Chief of the Fort Worth FIDO, was one of the original four pilots volunteering for the jet program. From 1956 to 1961 Sheppard flew more than 1,000 pilot hours in the RB-57A Martin twin engine jets. Another former Southwest Region employee, C. D. Chapman, also hit the 1,000-hour mark prior to the retirement of the B-57. Attainment of 1,000 hours in the aircraft is recognized by the Glenn L. Martin Company, manufacturer of the B-57, by the award of a membership in the B-57 Masters Club.

When the first KC-135 was obtained for flight inspection work, Sheppard was made acting chief pilot of the program, a position he occupied until his return to Fort Worth in October 1961.

They flew this plane on some of the first flights. Back row, left to right are, M. L. Sheppard, Roy W. Johnson, and Morris A. McBride. Front row: Hugh E. Wolford, John H. Haugan, and Willis E. Gresham.

MIDLAND CONTROLLERS FLIGHT ASSISTS CLIMB

When the Midland Flight Service Station was commissioned June 6, 1960, at the simultaneous decommissioning of Midland CS/T, the personnel encountered one piece of equipment foreign to their previous activities. This was a Very High Frequency/Direction Finder, formerly a part of the equipment at the Fort Worth Center.

Since then the ATCS personnel have just about written their own operating procedure manuals, but while doing it they also wrote an impressive log of "flight assists."

W. P. Carlton, FSS Chief, recalls that some of the personnel had previous experience with direction finding equipment while in the armed services, but they were vague about just how to use this particular equipment. A tower controller with some DF experience gained in the Air Force explained to them the basic rudiments of DF and some of the errors to avoid in its operation.

With nothing more than the piece of equipment and a lot of ambition, the men started trying to learn by the trial and error method. Local pilots helped in the practice sessions and gradually the men learned how to use the equipment, its limitations, and its different uses. They were finally proficient in assisting pilots in distress.

The next was a set of procedures, and with an assist from Elie C. Odle, Midland Tower Chief, personnel pooled their knowledge and experiences. They came up with a new concept in DF letdown design specifically for the VFR pilot with little or no instrument experience. Don McHam, Air Traffic Control Division Chief, flew it for the first time and commented: "If it had been for real, I'd be down here hugging somebody's neck."

In its three years of operation from September 1960 through August 1963, the Midland FSS made 107 flight assists with the aid of the VHF/DF equipment.

Here are a few examples:

A local pilot returning to Midland from Lubbock radioed at 11:30 p.m. that his Cessna 140 was running rough. The lone controller turned the DF on the pilot's frequency and alerted the Tower for an emergency. When the pilot advised he was losing altitude and would attempt a landing on the Lamesa highway, the controller took a bearing on the plane as the pilot was talking and plotted it on the map where it crossed the highway. He called the Texas Department of Public Safety, and a DPS car was at the scene within five minutes after the plane landed and veered into a telephone pole.

During the Powder Puff Derby in 1961 three contestants broke out of an overcast and became lost near Midland. None had more than 30 minutes of gasoline in their planes. All three were worked simultaneously by Midland DF and were brought to safe landings at the air terminal.

A doctor flying from Prescott, Arizona, to Big Spring became lost en route and requested DF assistance. The Midland operator vectored him into Howard County Airport in Big Spring, using off-course computations and airspeed.

There are many other stories about the DF equipment at the Midland FSS. They all prove one thing—the personnel have come a long way with their equipment and have made flight assists almost routine.

Materiel Specialists Learn Many Facets of Work in 3-Week Course

Graduation day for the specialists. They are, standing from left to right, P. L. Langan, W. E. Sorensen, R. D. Murphy, W. K. Adams, and L. G. Shelton. Seated: L. B. Clark, J. F. Wheeler, and J. A. Jackson.

Seven Installation and Materiel Division employees completed a three-week course for materiel specialists at Regional headquarters. J. F. Wheeler of the Program and Procedures Evaluation Staff was the instructor.

Originally designed to train district supply officers and facility supply specialists, the training course is also available to regional office materiel specialists. Training is given in such areas as materiel management, procurement of supplies, equipment, transportation, real estate, utilities, and services, with general instructions in budget programming and fund control.

District supply officers are assigned to each systems maintenance district and facility supply specialists to the more complex hubs. As field representatives of I&M, these specialists and their services are available to all field offices within their respective areas.

LITTLE LEAGUERS GET ASSIST

One of the community products of the Roswell Flight Service Station is a good crop of Little Leaguers. This past season the FSS personnel managed and coached six teams. Here, Tim Kelly, right, lines up his players as local businessman Jim Cizinski, left, smiles his appreciation for the Station support toward organizing and coaching the teams. Other Station personnel active in the Little League program were John Allen, Charles Easton, John Hays, and Morris Harper.

TECHNICIANS TACKLE ANTENNA SITE PROBLEMS

EMT Dallas Copeland switches from electronics to a shovel and shovels his way to the equipment building.

The vacation land created by comfortable summer weather finds Harold W. Grant, Deputy Administrator; K. K. Jones, Southwest Region Public Affairs Officer; L. E. Anderson, Albuquerque Area Coordinator; J. B. Blackwood, U.S. Forest Ranger, pausing at Sandia Crest.

Ice on Sandia Mountain antennas is problem for personnel in Albuquerque's SMS 102.

Erwin Kreischer stops on snowbound road to communications antenna site atop Sandia Mountain.

Hurricane-force winds that blow away tools and sub-zero temperatures that chill the bones of a well-dressed mountaineer are two of the problems for technicians who maintain the FAA's highest radio communications (RCAG) site. The site is atop Sandia Mountain, overlooking Albuquerque, at an elevation of 10,682 feet.

Snow as high as the equipment building roof and ice loads that snap off antennas are two other dilemmas of the five-month winter, according to John B. Twyeffort, communications section chief responsible for uninterrupted air-ground radio service for a vast area from this high site. The rest of the time, however, it's almost a picnic among the towering pines except that "the high altitude poops you out unless you're used to it."

The man most used to the high altitude is French born Paul Fiquet, one of the section's 10 electronics technicians, who normally makes the jeep trip to the Crest each day to service the big RCAG array. EMT Melvin Walcott, prone to a little huffing and puffing, is usually Fiquet's alternate.

These "rimrock technicians" are a part of Systems Maintenance Sector 102 (HUB) of which Frank Goodlive is chief. The sector provides for the maintenance of nearly all radio and radar equipment in the Albuquerque area (the exception being the ARTCC which has it own sector).

Sandia RCAG consists of three delta structures, each with about 12 antennas, an equipment building, and an emergency living quarters. From these antennas two-way radio communications are carried on between the Albuquerque Center controllers and pilots under their control within a radius of almost 150 miles.

Sandia Crest, now reached by a new all-weather road serpentining up the mountain's forested eastern slope, is one of New Mexico's principal tourist attractions. From the summit one can look out over a plateau encompassing an area the size of the combined states of Massachusetts, Connecticut, and Rhode Island. Below the west rim, very small, is the new Albuquerque Center and the sprawling city of Albuquerque.

The mountain is the home of the 10,000-year-old Sandia Man and is the South World of the Pueblo Indian "compass." On its Crest the FAA's delta structures and local television antennas co-exist with the Indian's Wind Old Woman.

Before the new road was completed, it took the electronic technicians about three hours to make the 35-mile trip. Now, in good weather, it takes just an hour.

During the November-April season the technicians—Fiquet, Twyeffort or Walcott—carry snow shoes and skis in the jeep on the daily service runs for emergency use. The county keeps the road clear of snow except for the final six miles, which is a state job. The SMS has a contract with the TV stations to clear these last high miles when the state crew gets bogged down someplace else.

Snow, piled along the road, often looms higher than a vehicle. The biggest obstacle, though, is traffic from determined tourists trying to make the Crest—winter or no winter. Tourist cars frequently slip sideways on the ice and stall out, and it becomes incumbent upon the technicians to pull them out of the way or render other assistance.

Sieges of wind and ice are the biggest headaches. Since the site was commissioned in early 1957, the extreme low temperature was minus 19 degrees and, as usual, it was accompanied by winds in excess of 80 miles per hour, with gusts of more than 100 miles an hour.

The RCAG antennas often ice up with a heavy load and snap off under the fierce wind. Six antennas were lost the first winter in an ice and windstorm.

Wind and ice prevents an accurate wind velocity reading. Moisture freezes on the anemometer cups, causing the instrument to spin off-balance and the cups to break off. When Fiquet works on the delta structures he has to hold tightly to his tools and equipment. Otherwise, they are likely to be blown over the edge where they are lost in the snow drifts.

Wind, ice or piney coolness—a tough job or a pleasant one—there is one certainty: HUB's communications section is going to keep the controller and pilot in constant two-way radio contact or know the reason why.

FAA'S POLICIES, GOALS EXPLAINED AT MEETING FOR STATE OFFICIALS

State officials sit around conference tables during two-day aviation conference at Fort Worth Regional headquarters. SW personnel in background conducted meetings

State aviation officials in the Southwest Region met in Fort Worth in September for a two-day conference with FAA representatives. It was the first meeting of this type for the Southwest Region.

Designed to promote an exchange of ideas and understanding of the organization, functions, and operations of the FAA/state aviation organizations, the two-day meeting featured representatives from the various divisions. Two members of the Washington office staff aided in the program with presentations on disaster and defense planning.

Presentations and discussions at the conference included such topics as federal-aid to airports, aviation safety, airman and aircraft certification, state and regional defense airlift planning, air traffic service, aviation medicine, installation of air navigational aids and maintenance, and enforcement of the Federal Air Regulations.

Similar conferences are being planned on an annual basis in an effort to establish closer working relationships with aviation commission members and directors in the five-state area. No previous conferences were held because until recently Texas was the only state in the Southwest Region with a fully-working aviation commission.

Representing the Texas Aeronautics Commission were Frank W. Raymond, Jr., director; A. G. Thompson, secretary; and James N. Ludlum and Dr. Lloyd M. Southwick, members. New Mexico was represented by Bob White, director, and C. C. Cagle, Jr., Bill Barbour, and Joe E. Browne, Jr., members. Oklahoma's representatives were Keith W. Lutz, director; Irvin Bollenbach, chairman; Lowell Clark, vice chairman; and Chris Tirey and L. L. Combs, members. J. D. Hill of the Arkansas Planning Commission.

"ECONOMICS OF NATIONAL SECURITY" CORRESPONDENCE COURSE AVAILABLE

A graduate-level course, "The Economics of National Security," is now offered, without charge, by the Industrial College of the Armed Forces to all civilians who hold executive or professional positions (GS-11 or higher) with the Federal Government. A college education or its equivalent is highly desirable, but applicants who do not meet these standards may qualify by compensating education and experience.

Operating under the direction of the Joint Chiefs of Staff, the Industrial College conducts courses of study in the economic and industrial aspects of national security under all conditions and in the context of both national and world affairs. Due consideration is given to the interrelated military, logistical, administrative, scientific, technological, political, and social factors affecting national security.

The correspondence course is based on the 10-month resident course conducted by the College at Fort Lesley J. McNair in Washington for senior military officers and key civilian personnel to enhance their preparation for important command, staff, and policymaking positions in the national and international structure. It is organized into five integrated units of study: Background Information, Resources and Facilities, Processes in the Economics of National Security, Foreign Aspects of National Security, and Problems of National Security.

Completion of all units generally takes about one year. Certificates of completion are issued to those who satisfactorily complete the full course, and special letters of recognition are accorded to distinguished graduates. Military reservists may earn a total of 48 credits.

Qualified individuals interested in taking the course may apply directly to the Commandant, Industrial College of the Armed Forces, Washington 25, D. C. ATTN: Correspondence Course Division.

SANTA FE WOMAN CONTROLLER SHARES ADVENTUROUS LIFE WITH FAA WORK

Ola M. Rexroat McDonald

There were a couple of ventures Ola M. Rexroat (McDonald) turned down in her eventful and adventurous life. The first was when she didn't join the Marines in World War II, and the second was refusing to take a postwar job flying nitroglycerine in Mexico.

Probably not too much was lost by missing these two chances. The Santa Fe air traffic controller can tell of a dozen other adventures to take their place. They range from work on the primitive Navajo Indian Reservation to WASP duty and towing targets for aerial gunnery practice.

Shortly after the war Rexy, as she is known to pilots and coworkers, took a job with the ARTC Center in downtown San Antonio where "one could occasionally see an airplane about nine miles distant." This wasn't close enough for the ex-WASP pilot and she soon transferred to the old Alamo Tower. Four years later she moved to Albuquerque and after active duty with the Air Force in the Korean conflict went to Santa Fe Tower.

Rexy's adventures began at an early age. Of Oglala Sioux and Kentucky descent, she entered college at 14 at Chadron, Nebraska. She studied her second year at Springfield, South Dakota, before quitting because of lack of funds and worked on the Pine Ridge Indian Reservation for a year. The University of New Mexico gave her scholarship aid (work in the dean's office for tuition and expenses). She received her bachelor's degree in art there and this was followed by a year of graduate study at the Arizona State College in Flagstaff.

While in Flagstaff she went to work for the U. S. Indian (Navajo) Service. Various duties found her working in payroll, education, medical, irrigation, land management, census, law and order, and soil conservation. At Tuba City, Arizona, she operated a shortwave radio and made weather reports for the Navajo Service. Radio was the first line of communication as there were few roads, a limited number of telephones and three-times-a-week mail service.

An incident in Tuba City almost cured the future controller of ever wanting to fly. She helped the home economics teacher make a windsock which they hung out on the mesa to guide in a pilot. The plane made the landing without incident, but Rexy got a faceful of dust. Soon she moved on again, stopping to work the swing shift for construction contractors at Fort Wingate, New Mexico, before going on to Washington for an interview with the Department of Labor.

Rexy got the job and settled down to taking medical shorthand and making publication formats of statistics, but before she got used to the big city the U. S. Engineers offered her a position in Roswell. She remembers leaving Washington "like a flash" and quickly settled into the new job for the next three years.

The Engineers were new in the area and no office space was available. It was Rexy's job to rustle space from city halls, empty garages and the like in such places as Hobbs, Pecos and Marfa. She even worked as a chainman before the office chores became full time. Eventually, progress caught up with the Engineers and Rexy evolved as the personnel chief. She quickly transferred herself to El Paso.

Not to be outdone by the Engineers, Rexy enrolled in the School of Mines in El Paso in an engineering mechanics course. About this time the flying bug bit her, and she took up lessons. Her first flight was in 1943 in a Luscombe.

"I liked this better than joining the Marines, which I nearly did," she recalls. "Especially when I learned that if I could qualify the Army Air Corps would even pay me to do it."

Now impatiently waiting for an answer to her application for WASP training, she left the Engineers and went back to Washington to see a sister who was with the OSI. Everyone was working during the war years in Washington, so she went to work too—this time as a secretary in the G-1 Office of the Army War College.

Her boss, Gen. Clyde L. Hyssong, often talked to her about flying and of new aircraft.

In February 1944 Rexy reported to Avenger Field in Sweetwater, Texas. Eight months later she got her wings and was sent to Eagle Pass to tow targets for aerial gunnery. Her group flew T-6s, "the best plane ever built." After deactivation of the WASP program, she got her commercial pilot's license and the offer of her first flying job—flying nitroglycerine in Mexico—which she promptly turned down.

Shortly after transferring to Albuquerque, Rexy was commissioned a second lieutenant in the Air Force Reserve and was assigned as a fighter-interceptor controller. The squadron was called to active duty during the Korean conflict and served with the 34th Air Division at Kirtland Air Force Base. A civilian again after the call-up, she went to Santa Fe and tower work where she "likes to be out in the sunshine."

This summer Rexy started flying again, first in a T-6 and later in a Cherokee. In between her two flying stints she acquired still another skill—she learned to drive a car a full five years after she had her pilot's license.

Record Temporary Assignments For Use in Your Career Planning

Supervisors and employees should remember the importance of recording details, especially when there is a temporary assignment of an employee to other duties without a change of title, grade, or salary. There are several reasons for this, but most specifically, the employee may be working and assuming responsibilities above or below the skill level of the job description on which he is being paid.

Also, if a journeyman worker is required to serve in excess of 30 days in a supervisory capacity as chief of a unit, section, branch, or similar organization, he should have something in his record for the day an official may scan the personnel folders with an eye toward finding a person who has supervisory experience. The record in the man's personnel folder is the official one.

PT 3200.1, paragraph 3230, says "details in excess of 30 days are formally recorded by means of SF-52 (Request for Personnel Action) in the employee's official personnel folder." It is wise to comply with the Agency requirement, which also provides an advantage to the employee when promotions are considered.

WILLIAM LORCH ENDS LONG CAREER WITH FAA/CAA

William Lorch and wife at retirement party.

William O. Lorch, airways engineer assigned to SMDO-6 in New Orleans, retired August 31 after 33 years of service with the FAA and predecessor agencies. He came to New Orleans in 1962.

An electrician's helper at the U. S. Navy Yard in New Orleans during World War I, Lorch entered Federal service again in 1930 at Fort Worth. He worked at Sweetwater, Texas, and Ardmore, Oklahoma, for a short time and then transferred to Shreveport where he remained for a number of years.

Experienced Coordinators Serve Louisiana's Area

Two flight advisory service veterans are serving in the important area coordinator positions in New Orleans and Monroe. C. Otho Reasoner, New Orleans, began his work as an assistant airway traffic controller at Fort Worth Center in 1942. Jack Hover, Monroe, first worked at Guadalupe Pass in 1937 with the old Bureau of Air Commerce.

Better known to his friends as "Slim" or "CQ," Reasoner is a native of Delaware, Arkansas, and studied engineering for two years at Arkansas Polytechnic College. While in college he received civil pilot training and has since logged 500 hours in single engine aircraft. He is also an active amateur radio operator.

Navy duty at Atlanta and Moffett Field Naval Air Stations as a control tower operator interrupted his FAA career for a year as he progressed to asistant chief of the Fort Worth Center. In 1958, after being named the assistant chief, he was transferred to the New Orleans Center where he has served as the chief there since that time.

In addition to the Center, facilities in the New Orleans area include the towers at International Airport (Moisant Field) and the New Orleans Airport, Flight Service Station, Systems Maintenance Field Office, General Aviation District Office, Air Carrier Sub-District Office, and Systems Maintenance Sectors 612 and 613.

A native of Peters, Texas, Hover attended Schreiner Institute in Kerrville for two years before instructing radio courses in a commercial radio school in Tyler for a year. He then served as shipboard radio operator in the U. S. Merchant Marine until 1937 when he entered on duty with the Bureau of Commerce.

Hover transferred to Waco in early 1939 where he stayed for several months before moving to Abilene. In 1942 he went to Monroe as chief aircraft communicator and in 1958 became chief of the Monroe Flight Service Station. Other facilities in Monroe include the Tower and SMS-611.

Obtaining his private pilot's license in 1944, Hover has logged more than 400 hours of flying time. Since 1948 he has been associated with the Civil Air Patrol in which he serves as a captain.

C. Otho Reasoner, New Orleans

Jack Hover, Monroe

Communications Tightens Net Around A Bank Robbery Suspect

When Beverly Hoffman, facility security and liaison officer at the New Orleans Center, answered the telephone at home after work he thought it was one of his teenage children with a problem. However, the call was from an FBI special agent, and it sent Hoffman into action which within a few hours had the FBI praising the FAA for a job well done.

The special agent briefed Hoffman on a bank robbery and asked his assistance in tracing an aircraft believed to be used by the escaping robber. A branch bank in Mississippi City had been robbed of $19,000, and the bandit had abandoned his stolen car near an airstrip northeast of Gulfport. The FBI knew the type of aircraft, but the exact identification was not known.

Hoffman jumped to action and coordinated the FAA participation. Frank Nolden of the New Orleans GADO researched his files to determine the complete aircraft identification. Charles Danna, the Center watch supervisor, aided in the research.

With information from various sources, the FBI was able to supply sufficient information for Hoffman to alert Elias Chaparro, supervisor of the New Orleans FSS, to arrange for the transmittal of the FBI search message. Less than two hours after the message went out, the pilot and the suspected robber were arrested after landing at a suburban airport near Atlanta. Police also recovered the money.

H. G. Maynor, special agent in charge of the New Orleans FBI, wrote his expression of thanks to C. Otho Reasoner, FAA area coordinator: "The speedy solution of this bank robbery and the successful apprehension of the robber and the recovery of the stolen money are attributable in a large measure to the speed in which surrounding airports were alerted by your organization. I want you to know the FBI sincerely appreciates this fine cooperation."

FSS CONTROLLER IS LINKS ACE

George N. Queen of the Harrison, Arkansas, Flight Service Station had his picture taken for the newspaper while in a happy mood. He had just shot a hole-in-one on the 150-yard No. 5 green of the Harrison Country Club.

Queen used a No. 6 iron in his drive, and he said it was his first hole-in-one in 15 years of golfing. His previous play has won him many trophies and awards since his assignment to the Harrison FSS.

WESTERN REGION ROUNDUP

A Message from Joseph H. Tippets

Our great Nation's most valuable resource is its people. Money, equipment, and materiel of all sorts are all of secondary and lesser importance to the individual. So it is with the FAA. Our skilled, highly-motivated personnel constitute our greatest asset.

In a large organization such as ours we must constantly strive to remember that each employee is an individual whose trained efforts are essential to the success of the Agency's mission. Our FAA colleagues are not mere statistics or pieces of machinery.

Each of us is anxious to do his best. To do so requires leadership and understanding. Leadership requires a willingness to praise as well as criticize. Leadership must keep abreast of what is going on. Leadership implies understanding.

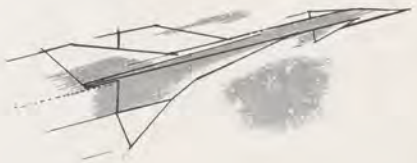
It has been said that there are three types of people—those who wonder what's happening, those who don't know or care what is happening, and **those who make things happen.** Fortunately, the FAA is staffed by the latter.

Within the FAA framework, our people are afforded a broad range of personal career opportunity in the public service and are not lost in a labyrinth of inactive statistical data.

• **KUDOS**—To WILLIAM B. MUSSELWHITE and DONALD D. KINSLEY of Trinidad, Colo. FSS for assistance given a pilot with an emergency hospital case aboard his plane. MUSSELWHITE worked out a method by which the pilot could acknowledge transmissions even though the aircraft had lost its transmitter. . . . CARL SWANSON, chief of the Van Nuys tower, for suggesting discontinuance of press releases to field facilities since pertinent summaries of such releases appeared regularly in Intercom. . . . Incidentally, SWANSON and his tower crew recently received a surprise package: a beautiful king-size cake from a helicopter firm in appreciation of the crew's fine job. . . . DON S. NICHOLS and LESLIE C. DARRAH of the Eugene station for guidance given a pilot lost over the vicinity at night. Pilot's wife and baby were passengers in the light plane.

• **IN THE PUBLIC EYE:**—DON GALLION, controller at the Seattle ARTCC, rated an article in the Seattle Times as winner of a Lake Washington sailboat race. GALLION's sailboat "Little Gal" won out over 90 boats. . . . DAVID C. BURNS, FSS chief at Elko, received a fine write-up and front-page picture in the Elko, Nevada Free-Press upon his transfer to Ukiah. . . . Reader's Digest carried this item: "To connect all federal offices throughout the land, the government has devised its own all-number dialing system. To call the Federal Aviation Agency man in Los Angeles (from New York) one would dial 1002136725201—three numbers more than it takes with the telephone company's system." . . . Two articles of FAA interest appeared on the front page of the Olympia, Wash. Olympian recently. One had to do with modernization of the Olympia VOR and installation of the new TACAN system and the second covered transfer of the Olympia Airport from the City of Olympia to the Port of Olympia. . . . Oakland Tribune carried an article headed "Oakland Airport—Safest in World." . . . Awards ceremony at Elko, Nevada at which outstanding performance awards went to JAMES APPLEBURY, JOHN BARNEY, and DOROTHY EARNSHAW rated page one of the Elko Independent. . . .

• **SCATTER**—President Kennedy, at this writing, was scheduled to enter the Western Region at Laramie, Wyo. on Sept. 25. . . . C. H. WEIDNER, chief of the Laramie Station, met with the Air Force advance planning group to map out plans for the President's brief stop. . . . The AOPA recently commended the Western Region in these words directed to the head of the Airspace Utilization Division in Washington: "The AOPA reaffirms the previously stated view that the Western Region is making a commendable contribution to our national air transport capability by judicious management of the airspace." . . . BOB BUCK, director of Trans World Airlines' International Division, and Special Advisor to the Administrator, FAA, had a reunion with former Mines Field pilots COL. FRANK KURTZ, the most decorated airman of World War II, FRANK TALLMAN, famed movie stunt pilot, MARK SLOAN, technical director of the Air Force Museum at Dayton, Ohio, and ED HALL of TWA. BUCK and KURTZ first met in Los Angeles in 1930 when LAX was still known as Mines Field. As a youngster of 16, BUCK set a transcontinental speed record of 23 hours, 47 minutes from Mines Field to New York—and KURTZ and BUCK were friendly rivals, breaking each other's records. . . . EARLE R. MITCHELL, air safety investigator for the CAB, who was well-known in FAA circles, particularly in the Bay Area, died recently in Modesto. . . . Requirements for employee cafeteria at hangar complex are now under study.



Key role in SST Development has been assigned to Joseph J. Tymczyszyn (l.) shown with Gordon Bain, head of FAA's SST program (r.) and Col. Dale Davis (c.) assigned by the AF as a staff member on FAA's SST development team.

TYM'S "MR. SST" IN WESTERN REGION

With the U. S. supersonic air transport program coming to the forefront nationally and in the Western Region, the editors of **"Horizons"** thought our readers would like to know a little more about Joseph J. Tymczyszyn, the aerospace engineer who heads the West Coast supersonic transport development office.

"Tym," as he is known by his colleagues in FAA and the aerospace industry, has achieved national stature in his field on the basis of articles on his achievements carried in such magazines as "Air Progress" and "Aerospace Engineering." In October, he will receive the gavel as president of the Society of Experimental Test Pilots, an international organization. In 1958, he was the recipient of the Society of Experimental Test Pilots' Ivan C. Kincheloe Award for Outstanding Pilot Achievement.

In 1960, he received further national distinction when he was awarded the Octave Chanute Award presented by the Institute of Aeronautical Sciences. The award was for his "notable contribution in the inauguration of the jet age through outstanding flight test activity in the certification programs for the new jet transports."

"Tym" has been a test pilot for the FAA (and CAA) for more than 15 years. Born August 12, 1918 in Wilkes-Barre, Pa., he attended the University of Denver and completed three years of aeronautical engineering while working at flying school to obtain training for a commercial flying license. He completed acrobatic, cross-country, apprentice-instructor, and instructor training courses under the Civilian Pilot Training program.

Prior to entering the Air Force in 1942, he served as a flight instructor in the Civilian Pilot Training program. During World War II, he served first as an instructor and later as a flight test engineering and maintenance officer and pilot, flight testing numerous types of combat aircraft.

He joined the CAA in 1948, after graduation from the University of Washington with a degree in Aeronautical Engineering. He served as a project test pilot for CAA Region V for four years before being transferred to the Los Angeles office.

"Tym" has served as test pilot for over 40 projects, among them all or major portions of the jet transports beginning with the Boeing 707-120 and most recently with the Douglas DC-8 series.

Tymczyszyn holds an airline transport rating and commercial, instrument, instructor, seaplane, helicopter and glider ratings. He has logged over 8900 pilot hours, more than 3,000 of which are test flight hours. Since April of 1962, he has centered his activities on development of a supersonic transport working closely with NASA and the USAF.

With the recent announcement that three major air frame manufacturers—Boeing, North American, and Lockheed—have submitted proposals on the SST, the tempo of the Western Region SST office is sure to accelerate: all of the firms are in the Western Region.

For Tymczyszyn, the challenge of being on the threshold of America's supersonic transport development has increased the zest which he characteristically exhibits concerning his job.

At this writing, one of his sons, Joe, Jr., 18, already has flown a plane at supersonic speed. The Tymczyszyns have four other sons ranging down to the age of 6. John, 16, already is a pilot and the three other boys also show signs of wanting to follow in their illustrious father's footsteps.

Jim Dewey at work on his "home-built."

Home-Built Plane a Happy Hobby

Construction is well into the fourth year on A. J. (Jim) Dewey's home-built airplane project.

Dewey, who is with the Flight Standards staff in the Regional Office, said the assembly job started after he purchased and overhauled the plane's engine.

"The engine, being the most expensive item, committed me to finish the entire job," he said.

All of the aircraft, except, of course, the engine, wheels and propeller, have been formed from raw materials. The propeller, a Hartzell, constant-speed, is quite a sophisticated item for home-builts, Jim observes.

He spends all of his weekends, holidays and at least a week of his vacation time each year on what he calls "the monster."

"This attention to a hobby, I can assure you is guaranteed training in patience," he said. "It also schools you in appearing to listen—but actually hearing nothing—while the wife screams."

Jim hopes to have his "home-built" airborne before the end of the year. Although performance figures indicate the plane will cruise at about 200 mph for three and a half hours, he points out that "nothing is assured except that it will look like an airplane and have a good paint job."

"It looks like it will be a fast-landing plane," he commented. "Since it has an old-fashioned landing gear, only old-fashioned pilots will feel safe piloting it."

The plane is a low-wing, all-metal, two-place tandem aircraft with a Lycoming 0-320 (150 horsepower) engine.

Dewey, formerly Supervising Inspector at the Van Nuys GADO, plans a Caribbean Island cruise in his "home-built" year after next.

He works on it in his garage assisted at times by his son, Mike, who flew solo at 16 and now operates his own flight instruction service at Santa Paula. As with so many other FAA'ers, flying is in the family's blood.

Administrator Halaby gives the dedication address. "Miss Idaho" and Mr. Tippets are at right. At center is Frank Coil, Idaho Falls area coordinator.

IDAHO FALLS

"The Folks" Meet FAA

On these two pages are photos highlighting one day in the recent visit of Mr. Halaby and Mr. Tippets to Idaho Falls for a "Fly-In" and dedication of the Ashton radar.

The Administrator and Regional Director mingled with a good cross-section of the public FAA serves. They talked to pilots, to Boy Scouts, to Indian fire fighters, to housewives, and to businessmen.

At an outdoor picnic area, they shared a Chuck-Wagon barbecue with Idaho Falls townspeople and pilots from several states. That evening, as lightning streaked across the sky during a sudden storm, Mr. Tippets spoke to a gathering of Ashton residents.

In each instance, top FAA leadership was "meeting the folks" in their home areas. A sincere, warm "howdy" atmosphere was created and differences crumbled.

Similar pictures could be taken on scores of occasions each year in the Western Region and in all the others. They illustrate graphically the lasting benefits and greater understanding which accrue when "the folks" meet FAA—and vice versa.

Mr. Halaby "signs-in" at Idaho Falls.

N. E. Halaby and J. H. Tippets, (above) enjoy Chuck-Wagon barbeque after hectic morning of events. Below, Halaby and Tippets at Ashton radar site.

Idaho Falls residents (above) meet Mr. Halaby after radar dedication. Below, Halaby meets "Sho-Ban" Indian fire fighters upon his arrival for Idaho Falls "Fly-In."

David Jones, Credit Union Loan Officer, presents the check to Mrs. Kathleen G. Krueger that brought total loans to $50 million

14 YEARS OLD AND BOOMING

The FAA Credit Union Story

The young FAA employee was waiting at the door of his new home when the moving van pulled up. He told the movers his money was in the drawer of one of the bureaus—but they refused to unload until the moving bill was paid.

The employee called the FAA Credit Union in Los Angeles. "Can the movers wait at your house 45 minutes?"

They could. Within 45 minutes the FAA employee had his money which had been sent via wire to a nearby Western Union office.

This is only one example of the numerous financial emergencies the FAA Credit Union has helped solve since it was organized 14 years ago. It now has more than $8,500,000 in assets and has grown until it is among the top 25 federal credit unions in the nation.

The Credit Union, located at Regional headquarters, had its beginning back on October 1 of 1949 when Don Whitney successfully spearheaded an organizational campaign.

For the first three months of its existence, it had modest stature. The "Credit Union" consisted of a desk in the back lobby of the FAA building at 5651 West Manchester Avenue.

By the end of three months, the Credit Union had $17,000 in assets and had already issued 82 loans.

From that point, it grew steadily, receiving its greatest impetus in 1953 when the old Region 7 was consolidated with Region 4, and five new states were added plus New Mexico and Colorado.

In August of this year, for the first time, the Credit Union loaned over $1,000,000 in one month. Also, in August, the Credit Union issued a loan which brought the grand total of loans issued since organization, to $50,000,000. The fifty millionth dollar went to Mrs. Kathleen G. Krueger for vacation expenses. To celebrate this milestone, the Credit Union awarded Mrs. Krueger a $50 Bond. She has been with FAA Accounting Division as a voucher examiner for the past three years. A native of Minnesota, she was with the Dept. of Agriculture for over 18 years before coming to California. Her son, Jim, also is with FAA Western Region.

Control of the Credit Union is vested in the Board of Directors, the Credit Committee, and the Supervisory Committee. Glyndon M. Riley is President of the Board, with Louise A. Anselmo as Vice President. Other officers include William S. Brix, treasurer; Fred Potter, secretary; and three directors: Charles I. Blomer, Eugene S. Kropf and Anthony J. Vergilio.

Robert O. Blanchard is chairman of the Credit Committee, with Janette Miller as secretary, and Bruce Hegardt as the third member.

Eloise Shishmanian heads the Supervisory Committee. The other members are W. O. Johnson and John Zentmyer.

A credit committee approves applications for loans and the supervisory committee periodically inspects the books of the organization.

Government examiners conduct an annual inspection of the books and a $2,000,000 blanket bond helps safeguard Credit Union assets.

The office staff is headed by Houghton Miller, General Manager of the Credit Union since January, 1950. Three assistant treasurers help him direct a staff of 20 full-time employees and 6 part-time employees, handling nearly 10,000 accounts of members. About 80% of the Credit Union business is conducted by mail and telephone with members in the nine Western states, and with some members scattered around the world.

Members, who may join the Credit Union by purchasing a $5 share and paying a 25 cent entrance fee, may apply for loans for any provident and productive purpose.

Another important feature of the Credit Union is the high dividend rate paid on shares—for the past seven years the rate has been 5 percent. (20 percent of the Credit Union's net earnings each year are placed in a reserve fund required by law—the remainder is available for dividends.)

Another important feature is the fact that all eligible members have life savings insurance for each dollar saved, up to a maximum of $2,000 on each account, and up to $10,000 loan protection insurance, at no additional cost to the member. The only physical requirement is that the member be able to perform his or her usual occupation when the money is deposited or the loan is made.

With participating shares and loans at an all-time high, General Manager Miller sees continued growth for the Credit Union. Even though more than 90 percent of FAA's employees now belong to the Credit Union, he sees continuing increases in membership through the opening of accounts for all members of the immediate family of FAA employees and an increase in the amount of shares and loans held by members.

"As FAA employees learn of the advantages of the Credit Union and the many ways in which it can serve them, we will continue to grow—and I see no leveling off in the foreseeable future."

"PROJECT FOCUS" IN HIGH GEAR IN TEST RUN

"Project Focus" staff (seated, left to right): J. Orr, Chief, I. & M.; B. P. Dorey, Chief, Administrative Services; R. O. Blanchard, Assistant Area Manager; W. Stephen, Area Manager; B. Freiman, Chief Air Traffic Branch; R. W. Gunn, Chief, Personnel Branch; R. Johnson, Chief, Flight Standards Branch; and E. Simonds, Budget Officer. Standing, D. Barton, Chief, Systems Maintenance Branch.

Following a "warm-up" period, FAA's "Project Focus"—implementation of the Los Angeles area field organization test—now is in high gear.

The "warm-up" was from Sept. 1 to 30. During this period, free interchange of data on communication between the area and Regional Headquarters was permitted.

"Project Focus" now is in the period of full test operations during which current data for test evaluation is being gathered. The area is "on its own" and informal contact between the Area and Regional Headquarters is not permitted—only formal communications will be recognized. This period is from Oct. 1 to March 31, 1964.

During the period from April 1 to June 30, 1964, the Area will continue in operation awaiting final decision as to the ultimate organization. During that latter period, gathering of data will be discontinued.

Tribute to Hopfenbeck on Retirement at Phoenix

The following tribute was paid to Ted Hopfenbeck, Supervisory Airways Equipment Specialist, at the Phoenix SMD Office, who retired recently. It was written by Fred Stuhff, Los Vegas SMS.

"On the first of September there was a slight stir at the Phoenix SMD office. Ted Hopfenbeck was retiring.

"It is hard to separate some men from the backgrounds which seem inseparably their own. When you think of Ted, you automatically think of the out-of-doors. You think immediately of beacons, airfields, and rugged mountain roads, because this is where most of us met and talked with Ted.

"Ted was a traveler. He started out on the green, flat plains and worked through the Sierras, the Rockies, and the desert. He was an outdoor traveler, shaped by wind and weather and pioneer traveling conditions. It must have been love—a love of this country that was a powerful factor in molding his life.

"Ted's armor was the honest thought, and simple truth his greatest skill. We will miss him." - -

Tucson Planning "Open House" To Dedicate New Air Terminal

The Tucson Airport Authority is planning an "open house" to celebrate dedication of the new $2,500,000 Tucson International Air Terminal on November 16 and 17, and has invited the Federal Aviation Agency, Western Region, to participate.

Tad L. Monroe, assistant general manager for the airport, said he expects a two-day crowd in excess of 100,000 persons.

An air show will be provided by the U. S. Navy Blue Angels and the Chuting Stars parachute jumpers.

FAA, military, and civil aircraft will be on display.

Lax Closed Circuit Television Gives Controllers Second Sight

Work has been started on underground ducts for a closed circuit television system at Los Angeles International Airport.

The system employs three cameras at the FAA glide slope building between Runways 25R and 25L.

According to Merle Nichols, training officer at LAX tower, the TV cameras will serve as a "second pair of eyes for controllers during hazy and slight fog conditions as aircraft touch down on runways."

Co-Workers Honor Grace Dunlap With Retirement Luncheon, Gift

Mrs. Grace M. Dunlap, Aviation Clerk-Stenographer, Maintenance Section of Air Carrier District Office No. 35, Seattle, for the past ten years, retired recently after 25 years of government service. She was treated to a luncheon by the ACDO-35 clerical staff on her last day. In the afternoon, W. W. Scott, Supervising Inspector of ACDO-35, presented Mrs. Dunlay with a $25 gift certificate from all personnel in the office.

Mrs. Dunlap will spend her retirement with her husband at their vacation home at Birch Bay, Washington.

HALABY SPEAKS AT DEDICATION

Mr. Halaby participated in the dedication of the new south terminal in San Francisco recently and also spoke to the Commonwealth Club in that city.

Photographic coverage of his trip is scheduled for the next issue of Horizons.

DINNER HONORS SYSTEMS MAINTENANCE RETIREES

Mr. and Mrs. Harry L. McConnell with Mr. Tippets at retirement dinner for McConnell and Eugene Matthews.

A "reorganization get-together" was held by personnel of the Systems Maintenance Division at the Santa Monica Elks Club recently. Two retirees—Harry L. McConnell and Eugene Matthews—were honored at the dinner. McConnell had completed 33 years, and Matthews, 37 years of service. Gifts were presented to the retirees.

The dinner was attended by representatives of other divisions and chiefs of the SM District offices. Joseph H. Tippets, Regional Director, and Edward C. Marsh, Deputy, and Mrs. Marsh also were present.

Presentations of gifts to the retirees were made by Tippets, Hervey Aldridge, Chief of Systems Maintenance, and J. G. Melville, Assistant Division Chief.

MEETING OF IM MINDS

Conferring at Regional Headquarters recently was this Installation and Materiel group of officials from Washington. From left, Richard B. Leng, IM-1; Mr. Tippets; John E. Pernice, IM-200, chief of the Procurement Division; Peter Caporale, Chief Project Management Division and A. E. Horning, Chief of the Western Region I & M Division.

Airport Near Phoenix Chosen for Testing of 'Crashed' Transports

Two remote-controlled transport aircraft will be deliberately crashed early in 1964 in the Western Region as part of a series of FAA research and development tests.

The "controlled crashes" will take place at Deer Valley Airport north of Phoenix, Arizona. The tests will be conducted under a $168,000 FAA contract to the Flight Safety Foundation, New York, for the purpose of studying fuel containment, crash loads, and survivability in the aircraft cabin.

The two transports will be placed in ground runs and accelerated through what amounts to a crash "obstacle course." The aircraft's right wing will strike two telephone poles. The left wing will plow into an embankment. The fuselage will initially slam into a sloping ramp that will provide an impact similar to that experienced in a crash landing. It will then strike a steeper ramp, providing more severe crash conditions.

In the first run, tentatively set for February 1964, a surplus Douglas DC-7 or a Lockheed Constellation will be used. In the second run, tentatively set for May, 1964, a Boeing Stratocruiser will be crashed.

The tests, and others being conducted in other parts of the country, are part of an overall program to examine and combat hazards presented by aircraft crashes and crash fires.

PLASTIC PROTECTS EQUIPMENT

Unusual effect is created during painting of ceiling in control room of Oakland ARTCC at Fremont. Plastic "draperies" protected sensitive equipment from paint, providing an effect akin to that one would expect in a science-fiction movie.

IT'S ON WITH THE NEW AT WAKE COMMUNITY CLUB

Club manager Dorothy Lincoln (l.) and new officers of Wake Island Community Club, from left, Benjamin Marcelo, Pres.; Ruby Irvine, Trustee; Robert Herring, Vice Pres.; Constance Perkins and Joseph McMullen, Trustees.

Following a very successful year of operation, during which the Wake Island Community Club was able to pay off old debts while conducting current business on a cash-and-carry basis, the Club has started its second year with a new group of officers and new management.

Whereas the Club was under the supervision of a part-time manager during the past year, it has hired a full-time manager. The new manager is willing and able Mrs. Dorothy Lincoln, who feels equally at home keeping the books, ordering supplies, scheduling work hours for the employees, or mixing drinks behind the bar.

The Club has plans for improved operations and additional services. Plans are in the mill for renovating the old terminal to accommodate a supper club and cocktail lounge on the second floor, along with various meeting and game rooms, and a hobby shop on the ground floor.

In addition, a new and larger, more modern clubhouse is expected to reach construction stage sometime in 1964.

Beyond the Budget

Robert I. Gale, right, Director, presents tokens of appreciation and respect from the staff of the Pacific Region Headquarters to retiring Chief, Budget Division, Joseph E. Hipsley, while staff members look on. The ceremony took place in the Director's office on Joe's last day of work, September 13. A few days later Joe took up new duties managing the Kona Tiki Hotel at Kailua-Kona on the big island of Hawaii.

"Chet" Church Began His Career When The CAA Was But An Infant

Although relatively new to the Pacific Region, Chester A. Church, Assistant Chief of the Field Operations Branch, Air Traffic Division, is a veteran in the air traffic control field, with Federal service dating back to 1939.

Church came to the Pacific Region from Phoenix, Ariz., where he served as Chief of the Phoenix Center for the five years it was in operation.

"Chet" no stranger to Regional Offices, was an ATC Operations Supervisor in the Western Region before going to Phoenix. Other FAA assignments included 10 years as Center Chief at Cleveland, Ohio, Center, and service at Centers in Memphis, St. Louis, and Detroit.

Chet Church

He is a graduate of the University of Akron, Ohio, where he majored in English and Journalism. After graduation he worked for the *Akron Beacon Journal* as a reporter. He learned to fly in 1936 at Akron Municipal Airport, earning a private pilot's license. Subsequently, he deserted newspaper work for aviation and became a control tower operator at Akron Municipal Airport. He was among the first group of Federally certificated tower operators in 1938.

In 1939, as a result of the first Civil Service examination for air traffic controllers, he received an appointment to the Detroit ARTC Center.

Church has held outstanding ratings, or the equivalent, for 16 of his 24 years of service. In 1954 he was one of the FAA employees who went through the USAF Senior Officers' Jet Aircraft Indoctrination Course, taking instrument instruction in T-33s. In 1962 he was selected for a Certificate of Award by the Society of Airway Pioneers in recognition of his contribution to the early days of air traffic control.

Chet resides in Kailau with his wife, Martha. They have one married daughter, Linda, who lives in Los Angeles.

NEW FACILITY CHIEF FOR MAUI STATION/TOWER

Donald F. Epler was recently appointed as the Chief, Maui Combined Station-Tower at Kahului Airport. Don transferred to his new job from the Honolulu International Airport Tower where he served as a supervisor. A career employee, he joined the CAA/FAA in 1946 at Anniston, Alabama, and has served continuously in various facilities throughout the United States and its territories. In addition to 17 years of civil service, he has six years' service as an aircraft radio communicator with the U.S. Coast Guard.

Don came to Honolulu in 1959, transferring from the Miami Tower. In addition to his broad background of experience in communications and tower operation, he holds a commercial pilot's license. His favorite hobbies are sailing and water skiing. Don, his wife Joan, son Jeffrey, and daughter Lora, reside at 215A Nani Loa Drive, Wailuku.

Air Force Liaison Officer No Stranger to the FAA

Major Robert R. Deen, United States Air Force, recently reported for duty with Pacific Division as USAF and Pacific Air Forces Liaison Officer. He is shown at left with Robert G. O'Hara, Project Supervisor, Airspace and Procedures Branch. Bob was formerly Chief, Honolulu Tower. Before coming to Pacific Region, Maj. Deen was with the 51st Fighter Wing, Naha, Okinawa. He is well acquainted with the FAA, having served with Aircraft Control and Warning Squadrons in the Portland/Seattle area.

"Grass Roots" Meeting

Aviation mechanics from the Honolulu area held two interesting "grass roots" meetings with FAA personnel. In the photo above, Robert Ryder, Educational Lecturer, National Aeronautics and Space Administration, is expounding upon some theory about space flight which involved an intricate part of a capsule mechanism held by Alfred E. Anthony, an Air Carrier District Office Inspector, with indicated intense interest of the group of mechanics. Immediately behind Anthony is Walter L. Rankin, Senior pilot with Hawaiian Air Lines; continuing to the left is George Weitz, Chief, Flight Standards Maintenance Division, Washington, D.C.; Walter H. Grasser, Inspector, General Aviation District Office; and George Ritler, Instructor, Honolulu Technical School.

Top Maintenance and Tower Men on Maui Inspect Island's Facilities

Donald F. Epler, Chief, Combined Station/Tower, and Charles J. Miesel, Chief, Systems Maintenance Sector #9, Maui, pose on parking ramp in front of comparatively new building housing tower, station, Weather Bureau, and maintenance facilities at Kahului, Maui.

Old Friends Meet at "Grassroots" Gathering of Aviation Mechanics

George Weitz, Chief, Flight Standards Maintenance Division, Washington, D.C., discusses general aviation matters in general, and maintenance instruction in particular, with old friend Robert H. Whittinghill, Manager of the Aircraft Division, Honolulu Technical School, which hosted both "grass roots" meetings of FAA officials and aviation mechanics.

WAR OVER WAKE

Sooty Terns' devotion to Wake Island not appreciated by controllers or pilots.

FAA Forces Marshaled For "Battle of Birds"

There has probably been a greater number of jokes concocted about the now-infamous gooney birds of Midway Island than about the proverbial traveling salesman. Tiny Wake Island, which has heretofore been limited, historically, to being one of the first islands captured by the enemy during World War II, is building a somewhat questionable reputation all its own.

For a time Wake was renowned somewhat for having the only underwater golf course in the Pacific—probably the only one in the world. That renown passed, however, with progress, the portion of the lagoon used for nine holes at low tide having since been utilized for an antenna farm.

The island's claim to fame (mostly "ill") is the invasion of the sooty terns, and this invasion is no joke to the pilots on final approach to Runway Nine. From early June, when the birds suddenly put in an appearance, until the latter part of July, the colony kept increasing. Robert W. McFarlane, Research Curator, Division of Birds, Smithsonian Institution, estimated that the total sooty tern population probably reached one million by the end of July.

The birds hadn't attempted to colonize Wake Island proper—the nesting sites were concentrated on the eastern end of Wilkes Island, separated from Wake by a small channel. But, the nesting area is just below the glide path to the normally-used Runway Nine. The only alternative to Nine is the reciprocal heading, which would be downwind.

Various methods of eliminating the problem were considered. The only successful method of coping with a small colony of sooty terns at Midway in 1958 was wholesale slaughter, over 20,000 having been killed before the birds deserted the area. This technique further required disposal of the birds to circumvent a sanitation problem.

The birds at one time nested near the Wake VOR—a considerable distance from the end of the runway, and slightly to one side. This caused no appreciable problem. Eventually the vegetation around the VOR was allowed to grow, the thought being that this would deprive the birds of sandy areas, thereby discouraging nesting. It did. Then the birds moved to an area closer to the runway. The area around the VOR was then graded and cleared of vegetation in an attempt to lure the birds back, but to no avail.

Even though a successful harassment should cause the birds to leave the area near the runway, there would be no way to predict their future movement.

The possibility existed that the birds would desert the Island completely, although this was considered highly improbable, since the birds were physiologically at a high level of breeding behavior which could not be overcome merely by destruction of their eggs.

There was also the possibility that the birds would utilize other available nesting areas to lay a second clutch of eggs; however, some of the other sites were about to be used by another colony of sooty terns, and the latter colony was at an earlier stage of breeding behavior, hence might not be compatible with the disrupted colony.

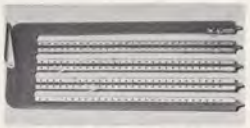
Finally, the possibility existed that the displaced birds would become unemployed, having no nesting responsibilities, inasmuch as the eggs would have been destroyed. It was considered likely that those birds would remain in the area, flying about the Island in their leisure time, adding to the general traffic pattern confusion. The theory was that, as long as the birds remained employed, tending eggs or chicks, at least one member of a breeding pair would remain on the ground constantly. If the eggs were destroyed, the net effect might be that twice as many birds would be loitering in the air above the Island, doubling the potential hazard to aircraft.

One of the big mysteries surrounding the birds and their habits still remains unsolved: where they go when they leave Wake? The Smithsonian Institution bird specialists have placed leg bands on a number of birds, in an attempt to learn their destination after the nesting season on Wake. The same technique was used at Midway to try to learn something of the migratory habits of the gooney birds, and with the same degree of success—not one banded bird was ever seen afterwards.

The sooty terns are about the size of doves. They apparently travel in large colonies, with never a straggler. Some evening in early summer there won't be a sooty in sight; the following morning, however, the sky and the beach will be black with them. Then, in the fall, some morning they will all have gone, just as suddenly as they appeared in the summer.

The story is the same with each passing year and, to the people on Wake and the aircrews who fly in to Wake, it's quite a story; in fact, it's for the birds.

Peter Ellena, Chief, SMS #1



One of the many "address cards." Below: Mary Bowers checks tape for quality of performations.

A portion of the "Plan 59" system in Diamond Head crater.

Tom Tamasshiro tests intricate components. Below: Ed Mau advises maintenance and operations personnel of performance of all systems.

Gene Gaither checks the "innards" of a control panel.

"Plan 59" Switching System Handles up to 20,000 Messages a Day

"Plan 59???" Where is it? What is it?

To the natives of the Belgian Congo, "Plan 59" probably means nothing; to the uninitiated or uninformed populace of the Pacific Region it might mean future expansion of Heinz to add two more brands of pickles; but, to the communications people in the Federal Aviation Agency, to message center personnel in other government offices, to various airline operations' offices, and to aircraft crews flying the Pacific, it means that from ten to twenty thousand messages may be handled in a single day through the equipment located in the Diamond Head installation of the International Flight Service Station. Such a feat would be impossible with the older types of electronic switching systems used to relay messages from a single originator to many widely-separated addresses. The "Plan 59" system handles the actual transmission of messages at a rate of 200 words per minute.

The official description of the "Plan 59" is a Fully Automatic Switching System (FASS). The technicians responsible for its operation and maintenance—good old solid citizen types like Peter Ellena, Chief, Systems Maintenance Sector #1; Eugene Gaither, Chief of the Data Processing Section, SMS #1; Thomas S. Tamashiro, Senior Technician, Data Processing Section; Edwin G. W. Mau, Senior Technician, Communications Section, or Mary Bowers, Communications Relay Equipment Operator, can explain the system to anyone willing to listen to a few thousand words of highly technical language. Seriously, they can break it down to laymen's lingo, also.

The system essentially involves a switching center of the message storage variety. It consists of various equipment for receiving, relaying, and transmitting telegraphic messages. Switching centers are connected to each other by a network of lines and radio channels to form a communications system for automatically or manually relaying telegraphic messages. In the "Plan 59" switching center, messages are received and transmitted in perforated tape form. The originator precedes each message with "start of message" in characters, "station call letters," and a message sequence number. These are compared by a sequence number indicator within the system to insure that no messages are lost-and that the message is being received by the proper circuits.

The destination addresses are next sent to the Director, where each is electronically read, stored, proper routing selected, and returned to the cabinet of origin. It then connects the proper cross-office line from the electronic transmitter at that cabinet to an electronic receiver at selected cabinets, determined by the addresses read in the Director. Should any of the addressed cabinets be busy, the request for it is held until the message being received is completed. An outgoing number is automatically inserted and the complete message is then sent cross-office at 200 wpm. Upon reaching "end of message" characters previously inserted by the originator, the lines are disconnected automatically and the cabinets are returned to normal.

The Honolulu IFSS FASS handles from ten to twenty thousand messages daily. Should any of a number of troubles crop up, the system is prepared to cope with them to the extent of calling for help from Operations or Maintenance personnel, depending upon the degree of help needed. This is in the form of alarm circuitry built into the FASS.

Everyone in the know around Pacific Region frankly admits that the driving force behind the installation at Diamond Head is cheerful, energetic Gene Gaither.

Gene is responsible for the establishment standards and criteria covering the operation of the system, and for training other personnel in the operation and maintenance. He initiated the reprograming of the system to permit automatic handling of some details not originally incorporated within the "Plan 59."

Gene's know-how in communications is backed up by thirty years of radio and general electronics. After graduating from Caldwell (Ohio) High School he dabbled in appliance repair work, expanded to radio and electronics and soon opened his own store, which he operated until 1942, when he began his Civil Service career with a job at the Army Signal Corps installation at Wright Field, Dayton, Ohio. After gaining considerable experience in point-to-point and airborne equipment, he transferred to the Naval Air Station, Kaneohe, Hawaii, where he worked until 1949. Gene then accepted a position with CAA on Wake Island and, after one year, moved to the Honolulu Control Station.

The "Plan 59" actually began, for Gene, in August 1959, with a 15-week course in Chattanooga, Tennessee; the work on the equipment didn't start until the equipment began arriving in Honolulu about six months later.

During the interim period Gene studied and drafted modification plans, which he began building into the system while assisting the factory installation crews in setting up the various components. Once the installation was completed, Gene picked the bugs out and made the "monster" what it is today —a highly respected component of the FAA's communication system in the Pacific.

OLD HAND IN AVIATION

DISCUSSION "CENTERED" AROUND CENTER. An imposing problem attracts the attention of these personnel of the Honolulu ARTC. Seated from left to right, Clyde L. Smith, Coordinator; James S. Kuwabara, Asst. Controller. Standing: Letweil P. A. Duvauchelle, Asst. Chief; Alan C. Burton, Watch Supervisor.

Smitty flew with "seat of pants" crowd in "twenties"

Back in the days when the only way to fly was "by the seat of your pants," Clyde Smith, 62-year-old Honolulu Center Coordinator, was selling Hupmobiles. The "flying bug" hit him one day when a fellow salesman began taking flying lessons.

The year was 1928, and the country's economy was booming. Smith had just recently been discharged from the service, where he had served his diaper hitch (17-21 years of age) as a Navy Radioman. The crash came, and with it went the famous Hupmobile.

Smitty's aviation career began during the early part of the depression in 1930, when he joined Boeing Air Transport (later United Air Lines) as an airline radio-dispatcher. Looking back, he recalls the era vividly; there were no standard approaches and no minimums in those days, and very few of what we call "navigational aids."

On numerous occasions when he was at Salt Lake City, he was called upon to guide the airliner in to the airport on no more than the sound of its engines. The pilot would call in, "Do you hear me, Salt Lake?" Smitty would quickly run outside and gaze above into the solid overcast, searching for the sight of a plane. Then, very faintly at first, he would hear the plane and run back in and answer, "Blip 'er a couple of times;" run outside again, cock his hand to his ear, and wait for the identifying "blip." The pilot would gun his engines a couple of times for identification and the radio-dispatcher would give him his position in relation to the airstrip.

Clyde stayed with United until 1940, when he went to work for the old CAA at the Washington Center. The Washington Center wasn't much in those days—just a couple of metal huts thrown together at the old Hoover Airport in Arlington, Virginia. It was here, also, that he met Ralph Kiser and Hal Henderson.

During the war Smitty strayed away from Washington, and went down to Bermuda to serve as a Civil Technician for the Navy, operating a Center-Control Tower in Bermuda.

In 1947 he was selected as Chief Controller of the Fairbanks, Alaska, Center, and served there until 1951, when he transferred to Honolulu.

Smitty, as he's known by his friends—and he has thousands—has fought an uphill fight with throat cancer for the past two and a half years. He just recently returned to work after more than six months of hospitalization. The battle appears to be won, and Clyde is spending more time on the beach these days with his family, enjoying their favorite sport—water skiing.

Boating and water skiing are family projects with the Smiths. Clyde is known as the oldest active water skiier in Kaneohe, and is a real family man. If you're up around the Kaneohe Bay area, look him up. You'll probably find him and the family enjoying a day at the beach.

ORIENTATION PROGRAM FOR NEW EMPLOYEES WELL RECEIVED IN REGION

FLIGHT SERVICE EXPLAINED. Air Traffic Control Specialist Roy T. Kobayashi explains the working of flight service to new employees of the Pacific Region. Listening with obvious fascination are (left to right) Sherrill Hamasaki, Beverly Rutt, Carol Iwanaga, and Gladys Lau. Controllers on the board are Arlie D. Schenbeck (left) and Joseph E. Roberts. They have just finished explaining to the neophytes that without navigation aids flying would be severely curtailed.

NEW EMPLOYEES VISIT TOWER. A lesson in terminal aids is given the beginning group by William W. Dau, Assistant Chief of the Honolulu Control Tower (pointing). On his right, with mike, is Charles E. Alderson. Seated at the console are John C. Olson, Sun Choy Lam and John D. Sullivan. Observing it all are Gladys Lau, Sherrill Hamasaki, Carol Iwanaga, Caroline Wilson, Beverly Rutt, William J. Hennig, Wellington Pang, Wilfrid S. Shobu, and Raymond D. K. Lau.

Pacific Region has refined its general orientation program for new employees, under the direction of Joseph Fisher Chief, Training Branch. Assisting Joe in the program are George Rugg and Verne Tyson, Training Specialists, and Caroline Wilson, Training Office Secretary.

The program is generally broken down into three sessions, utilizing two eight-hour days, with presentations by various FAA staff officers covering Pacific Region activities and visits to field activities and installations.

At sessions held thus far Robert I. Gale, Director, welcomed the new employees to the Region and presented a thumbnail sketch of FAA and Pacific Region policies and objectives. This was followed, in turn, by a fifteen-minute briefing on the history of the FAA, organizational structure of the FAA and the Pacific Region, Installation and Materiel Service, Systems Maintenance Service, Flight Standards Service, Air Traffic Service, Airports Service, and presentation of the film, "Flight." A comprehensive presentation of employment policies covered career programs, compensation and awards, leave, performance standards, and all other phases of personnel matters. The first day ended with showing the film, "Song of the Clouds."

The second day was taken up with visits to the Air Route Traffic Control Center, the International Flight Service Station in Diamond Head Crater, the Salt Lake Storage Area and Maintenance Shops, a tour of the Honolulu International Airport, including the FAA Hangar, the Flight Service Station, Air Traffic Control Tower, and the Flight Standards activities at the airport.

The sessions were especially interesting in that attendance was limited to a maximum of twenty persons. Present plans are to have classes once a month, with additional classes as necessary.

INTERNATIONAL FLIGHT SERVICE STATION NEWS

The recent selection of Joseph Morin to serve as Pacific Region Communications Duty Officer, was a great loss to the IFSS staff, but a considerable gain to the FAA. Joe had served in the capacity of Assistant Chief for Automation, and we wish him success in his new endeavors.

At the completion of the FAA Mixed Handicap Bowling League, the IFSS teams did not do as well as anticipated. However, IFSS Kegler Shitoshi "Shak" Kira was selected on the all-star team for maintaining an average of 181.

A new league is now under way and the IFSS team captained by Hank Pila is the current league leader. Team members include Charley Kakigi, Ken Arakaki, Ray Yano, Bill Young, and Joe Becera.

Walter Amano, sole winner of the "Oscar Award" in the IFSS staff was presented a check and certificate at the Regional Office for his outstanding efficiency rating.

Herbert Sugitaya is back on the job after undergoing an ulcer operation . . . Bob Tomita returned to the old grind after vacationing in Japan, visiting old acquaintances . . . Emil Treskon, David Kaluhiwa, and boss-man Mike Braddy spent brief vacations on the mainland . . . Gil Kawamae, head scoutmaster of a Boy Scout troop in the Manoa Valley area treked with them to the Garden Isle. . . .

A Good Idea Can Pay Off Twice And Here's a Story to Prove It

Perseverance pays off—most of the time—and Richard Mateo, Electronics Technician, SMDO No. 1, at Honolulu International Airport, can show $25 to prove that it does.

Mateo submitted a suggestion the early part of the year 1962. His suggestion concerned the relocation of the focusing potentiometer on the old CA-4144/A Plan Position Indicator. The Region adopted the suggestion, and awarded him $25. That was in June, 1962. Over a year later Richard was notified that his suggestion had been adopted for Agency-wide use and subsequently, he was awarded another $25.

ENTHUSIASM BUILDS FOR FAAPAC TOASTMASTERS

Al Eckert gestures to emphasize the turning point in his life during the "icebreaker" speech and right: Roy Nakano seems to have everything under control while (below) Bob O'Hara takes a more serious approach.

By the time this is read, all members of the FAAPAC Toastmasters Club will have given their "icebreaker" speeches. The "icebreaker" speech is the first that a club member gives before the assembly. The speech, in order to be as simple and uninvolved as possible for the beginner, is restricted to a five- to seven-minute speech about the individual's own life.

The Club meets for a 90-minute session every two weeks during lunch.

700 DOLLARS WORTH OF SMILES

Robert I. Gale, Director, Pacific Region, hands checks of $350.00 each to Louis B. Gettman (left), Chief of Personnel and Training Division; and Donald H. Long, Chief, Air Traffic Division. The cash accompanied awards for Sustained Superior Performance based on Outstanding Performance Ratings during the past rating year.

New Slogan for Pacific Region: Every Man (and Woman) APRO

It doesn't necessarily show on the organization chart of the Pacific Region, nor is it reflected on the manning documents, but the fact remains that the Pacific Region has 1500 public relations personnel. That takes in just about everybody in the Pacific Region; as a matter of fact, it does, and more.

Every employee of the Pacific Region comes into contact with the public in one way or another, either in an official capacity during routine duty, or in an unofficial capacity through community and other social contacts. Each employee's actions can reflect upon the Federal Aviation Agency, either favorably or unfavorably, depending upon those actions in dealing with the public.

It behooves everyone, therefore, to act like a public relations officer. And, every employee should enlist the aid of an assistant or two . . . the members of the family.

LIHUE FSS NEWS

A group of men employed at the "Pacific Missile Range" Tracking Station at Kokee, Kauai, were indeed fortunate that Marilyn (Shady) Shahan, competent Wake Island nurse, was visiting on Kauai recently.

A nine-passenger station wagon, loaded down with eight "PMR" employees, broke an axle while coming down the mountain road that skirts the rim of the Waimea Canyon. The driver said he spent about ten seconds trying unsuccessfully to slow it down and, with the speed building up fast, intentionally smashed into a large tree growing out of the rim of the canyon. A few feet to either side of the tree would have meant a 2,000- or 3,000-foot drop.

Shady and Bill Clark came on the scene of the accident a few minutes later to find all eight injured—four seriously. Shady checked out each of them and concentrated on one man who was bleeding profusely about the face and head.

On the way down the mountain Shady used a shirt soaked in ice water and applied hand pressure to stem the bleeding. By the time she reached the hospital the bleeding was under control.

Continuing with the medical theme, 28 per cent of the Lihue FSS personnel underwent operations within a four-day period. Out of a complement of seven, Joe Soares and Paul Myers submitted to Major surgery.

James G. Rogers, Director, Alaskan Region.

A MESSAGE FROM THE DIRECTOR, ALASKAN REGION

In this, my first message to you in HORIZONS magazine, I wish to tell all of you how deeply I appreciate the opportunity of returning to Alaska and assuming the post of Regional Director.

My one regret is that I haven't had the chance to visit all of our Alaskan facilities as yet and meet all of you person-to-person. I have visited some and I plan to visit the rest in the near future.

Now that I am in this job, I am beginning to overcome some of my earlier misgivings about trying to take over from Al Hulen. One just doesn't take over from a man of Al's stature and professional reputation merely by walking into the Hill building in Anchorage.

If I feel more confident now that I have been in the "left seat" for a short while, it is because I have observed how fine a group of profesisonals the Agency has assembled in Alaska to do the job of promoting aviation safety. I have seen an organization with wonderful *esprit de corps* made up of "top notchers" in our headquarters, field offices and stations.

I know that I can count on your continued support and dedication in the days ahead as we move forward together to make the Alaskan Region second to none.

ALLEN HULEN SAYS "AU REVOIR" TO AL REGION

Floryn Rhode (left) presents Allen D. Hulen with seal hair scrapbook during the departure ceremony.

Before a gathering of FAA employees in the Fourth Avenue theater September 10, Allen D. Hulen said good-bye and introduced his successor James G. Rogers as Director, Alaskan Region.

Hulen expressed his appreciation for the cooperation of the employees in the region during his twenty-four years in Alaska and recalled the history of the agency through the years.

During the ceremonies station manager Floryn Rhode presented Al Hulen with a scrapbook containing pictures from all the FAA stations in the region. The scrapbook, covered with seal hair and lined with tanned moose hide, has inscribed on the inside covers a map of Alaska and the region headquarters building. The art work was accomplished by Andy J. Chilcoyak in the Administrative Services Graphic Branch. He was also recommended in a letter from Governor William A. Egan. Senator E. L. Bartlett, in a special message told Hulen his leadership ". . . has contributed importantly to growth, stability, and safety of this transportation system which is so especially vital in the 49th state."

Col. Ralph T. Taylor, Jr. USAF Assumes Region's Number 2 Spot

Colonel Ralph T. Taylor, Jr., a World War II fighter ace, has been named deputy director of the Alaskan Region.

Colonel Taylor who began his duties here in September succeeds Colonel William E. Geyser.

A qualified jet interceptor pilot, Colonel Taylor has been commander of the 1st Fighter Wing of the Air Defense Command at Selfridge Air Force Base, Michigan, since June 1962, In 50 combat missions during World War II, he downed six enemy aircraft and destroyed seven others on the ground.

His assignment to the FAA conforms to the Federal Aviation Act, which provides for military participation in the agency program to insure the interests of national defense.

The new deputy director was born at Sea Level, North Carolina, and began his military career in 1942 after attending Duke University.

He is married and has two children.

Colonel Ralph T. Taylor, Jr.

CIVILAIR FLYING CLUB NOW OWNS AN AIRPLANE

A. K. Young, Flight Standards Div., (left) maintenance advisor for the Civilair Flying Club discusses the fine points of the new aircraft with club president John B. Moore, Chief, Administrative Services.

A Civilair Flying Club made up of employees from the Federal Aviation Agency, U.S. Weather Bureau and the Civil Aeronautics Board, has been organized in the Anchorage area to offer low cost flying training and aircraft rental service to its members. By joining a group such as this, members and their families will be enabled to enjoy the pleasures of flying with professional supervision at a minimum cost to themselves.

The constitution and bylaws have been written and familiarization courses started. The club now has an operating charter approved by the State of Alaska.

Director, Alaskan Region James G. Rogers comments, "I am in complete accord with Administrator Halaby's recently expressed desire that agency personnel take a greater interest in aviation and be encouraged to learn to fly. The first-hand knowledge gained thereby will be of great value to the employee in understanding the complexities of air travel, along with experiencing its pleasures.

But Mr. McInroy, It Was Very, Very Cold Outside

Alex McInroy was rudely awakened during the night recently by his wife and three daughters in their FAA Cold Bay apartment. They reported that a bear was in their storm porch and that the outside door had closed and the bear could not get out and was now making an attempt to get into the house.

Alex, without a size gun to cope with the bear, hoisted his wife out a rear window and she ran for help. The men from Reeves kitchen responded with their guns. Some entered the window and the rest went to the front of the house.

About this time, the bear bit into a can of turpentine and seemly displeased, started to tear up the porch and then broke out the glass and tried to come on into the house.

A volley of four bullets were fired into the bear from those inside and another volley of three bullets were fired by those outside killing the animal. At that point Mr. R. (Seaotter) Jones of the Bureau of Sport Fisheries and Wildlife, arrived and took charge of the remains.

Alaska State Fish and Game Biologists at Cold Bay attribute the predominance of hungry brown bear marauders in the vicinity to a poor salmon run.

Training Branch Chief Checks in at Reservation

Frank M. Di Paul

Frank M. Di Paul was recently appointed as chief of the Alaskan Region's Training Branch. A former resident of Pittsfield, Massachusetts, Di Paul was a representative for the Social Security Administration in Anchorage from 1960-1961.

Prior to his appointment to our region, he was the supervisory employee development officer for the Social Security Administration in Baltimore.

A graduate of the University of Alabama with B.A. and M.A. degrees, Di Paul has had several years' experience as a college professor and has been with the Federal government for five years.

His wife, Margaret, and their legal ward, Carol Ann Shaw, reside with him in Anchorage.

New Shoes Arrive in Anchorage; He Is Ass't. Chief of P&T Div.

Clyde E. Shoe

Clyde E. Shoe, former coordinator of career development for the U.S. Civil Service Commission, Seattle Region for the past twelve and one-half years, has been appointed as Assistant Chief, Personnel and Training Division in our Anchorage headquarters.

A graduate of University of Washington with a B.A. degree in Sociology, Shoe arrived in Alaska in August to take over the duties of his new position.

His wife Alice, and two sons, Daniel and Peter, will make their home in Anchorage.

Colonel William E. Geyser, USAF Departs Region for His New Post

Colonel William E. Geyser departed his post as Deputy Director of the Alaskan Region on August 26, completing a one-year tour of duty with the Agency.

A command pilot with over 5500 hours, Colonel Geyser has had extensive operations and command experience with the Air Force Communications Service.

A member of the Air Force Reserve, Colonel Geyser has been on continuous active duty since September 1951. Prior to 1951, he had three separate tours and active duty with the Air Force and National Guard.

Colonel Geyser was born in Chicago, Illinois, and was graduated from Northwestern University.

After driving down the highway and across country to the east coast, he will report to Hanscom Air Force Base, Massachusetts, for his next assignment.

FAA Attends Open House

The Anchorage Joint Board of Civil Service Examiners celebrated moving into new quarters with an open house attended by key government and civic officials. As a member of this Board FAA joined in the festivities.

Mayor of Anchorage George Sharrock and directors of all the government agencies in Anchorage attended the program which included an inspection of the new facilities and a cake cutting ceremony.

Mrs. Wanda Worgum, Executive Secretary, served as Mistress of Ceremonies and introduced Mayor Sharrock and other dignitaries.

Mayor Sharrock was the principal speaker. He commended the board for having the vision and imagination to pool their resources in finding qualified persons to fill the many civil service positions as they arise.

The Anchorage Joint Board of Civil Service Examiners has one major function: to bring together the people who are looking for federal employment with those government agencies that have job openings.

This is the first such office in the U.S. In other states each federal agency maintains a personnel office and a job hunter must contact each one.

There are 156 federal agencies in Alaska. When one of these has a job vacancy, there are generally a number of potential employees for the position. But the problem for agencies has always been how to attract the best qualified people and to evaluate their qualifications so as to select the best person for the job?

This is where the Joint Board of Examiners comes into the picture. The Anchorage Board is made up of a team whose job is to attract applicants for positions in the agencies that are served by the Board. This Board serves the entire state of Alaska.

When any of the 156 federal agencies here have a vacancy, they look to the Board to furnish them with a list of qualified people from whom they can select an employee.

A list of knowledge, skills, and aptitudes needed for each different type of position in the state is provided by the U.S. Civil Service Commission. But testing the applicants and then evaluating their experience and education along with their test score, and to arrive at each person's qualifications, is the work of the Board.

Once this has been done, the applicant's name is added to a register of eligibles for a particular type of work. Ordinarily, the Anchorage Board has several of these registers. As of June 26, for example, the Board listed 85 active registers of open examinations. Some of these listed 4 to 6 different options on each. In addition to the "active" registers, there are other "closed" ones. These cover jobs for which the Board has a sufficient number of qualified people, making it unnecessary to give additional examinations until these people have been placed.

When a request comes in for applicants for a particular job, the top three names on the register are certified to the requesting agency. The agency, after interviewing these people, selects the one considered best qualified. The names of those who were not selected are returned to the register to await another agency request.

It should be pointed out here that, by regulation of the Anchorage Joint Board, qualified Alaskans are considered ahead of out-of-state applicants. Only when we are unable to fill a job within the state, do we turn to other sources.

The Board's job does not end with putting the individual in the best possible job. Any problems that arise, which cannot be solved by the supervisor or the agency Civilian Personnel Office, are referred to the Board.

The Board itself is governed by representatives from 11 of the using agencies. These people, who are referred to as "members" of the Board, participate in the recruiting program, draw up examination specifications, prepare examination announcements for display in the Post Offices and other places visited by the general public, evaluate qualifications of applicants, and establish local policies and procedures for most effective operation of the Anchorage Board.

The members of the Anchorage Joint Board of Examiners are answerable for their actions to the Seattle, Washington, Regional Board of Directors. That Board, in turn, is subordinate to the U.S. Civil Service Commission.

Mayor George Sharrock was Master of Ceremonies when the Anchorage Joint Board of Civil Service Examiners opened its new facilities. Donald E. Eaton, (left) Chief of the Placement Branch, and Mrs. Dana Worgum, Executive Secretary of the Civil Service Office, get first slices from the gaily decorated cake.

FAA attends Open House. Staff members joining the festivities are, from left: Robert T. Williams, the Executive Officer; Allen D. Hulen, Departing Director, Hobart L. Douglass, Chief, Personnel and Training Division, his new Assistant, Clyde E. Shoe, and Donald E. Eaton, also of Personnel and Training Division.

THE STORY OF FLIGHT

Remember JENNY? She was the most famous trainer ever built and she looked like this.

Pictured above from left to right are: Will Rogers and Wiley Post relaxing while at Nome, Alaska, prior to taking off on ill-fated flight; Billy Mitchell, an early exponent of strategic air bombardment; Charles Lindbergh with his mother after return from historic flight, and a Curtiss P-40, Army Fighter used early in W.W. II.

Editor's note: Part II of "The Story of Flight"

"Well, here we are," announced Charles Lindbergh to the cheering Parisians who swarmed over his airplane to hail the conqueror of the Atlantic Ocean.

The time was 10:21 P.M. in Paris, 33½ hours after his departure from New York in his overloaded monoplane, the "Spirit of St. Louis." Everyone called him "Lucky Lindy."

Actually, Atlantic crossings had been made years earlier by teams of flyers from Europe and America. Some were spurred on by the desire to win the purse of $25,000 offered by Raymond Orteig to the pilot of the aircraft making the first nonstop flight between New York and Paris. Others, caring less for the money, were devil-may-care types who just liked to break records and blaze new air trails.

Rene Fonck, the French war ace, was the first to try for the Orteig prize. In September, 1926, he lumbered down the runway at Roosevelt Field in his heavily laden Sikorsky. He never got off the ground. Fonck escaped unhurt: two of his three companions were burned to death.

The first nonstop transatlantic flight actually took place in 1919 when Captain John Alcock and Lieutenant Arthur W. Brown of the RAF flew their Vickers-Vimy biplane from St. Johns, Newfoundland, to Clifden, Ireland, a distance of 1936 miles in 16 hours.

In early May, 1927, French airmen Charles Nungesser and Francois Cole were lost attempting to fly the Atlantic from east to west. Skeptics declared that a nonstop flight from New York to Paris was nigh impossible; that is until "Lucky Lindy" showed them that it could be done.

Larger airplanes with more engines, greater range and speed were the order of the day following Lindbergh's flight. There was no place too distant or remote to beckon these new air pioneers.

This brief space doesn't permit the naming of all the heroic airmen and their deeds of airmanship in this age of exploration. Highlighting a few were Admiral Richard E. Byrd's flight to Antarctica in his tri-motored Fokker. General "Billy" Mitchell's successful sinking of a battleship from an airplane which presaged things to come. Jimmy Doolittle's nonstop flight from Florida to California in 22½ hours. And the many others who established speed and distance records one day only to see them broken the next.

The world's foremost woman flyer, who later flew into immortality, was Amelia Earhart. She, too, conquered the Atlantic in her airplane the Friendship. Amelia made many flights and set many records. Her last flight was a round-the-world flight with navigator Fred Noonan in 1937. They were lost somewhere in the Pacific and were never heard from again.

Two who had made it around the world before were Wiley Post and Harold Gatty in the "Winnie Mae" in 1931. Their time: 8 days, 15 hours and 51 minutes. Later Wiley flew solo around the world shaving one day off his previous record.

Wiley Post tried it a third time in 1935 with famed humorist Will Rogers, his good friend. They crashed near Point Barrow, Alaska. The world had lost a great aviator and a great humanist.

Not all of the flying in the mid-thirties was in pursuit of speed and distance records. Europe was getting ready for a new war and the airplane figured importantly in the military plans of the Axis and Allied powers. Dress rehearsals for the big event had already been held in Manchuria, Ethiopia and Spain where bombing and strafing aircraft had been used with great effect.

In the late thirties, Howard Hughes flew around the world in four days, shaving three days from the previous record.

And, of course there was Douglas "Wrong Way" Corrigan who headed east instead of west from New York and crossed the Atlantic—inadvertently he claimed—in his Curtis Robin, landing in Ireland.

It is lamentable that the greatest technological advances in aviation were precipitated by the demands of war. The airplane had indeed arrived.

In six years of world conflict, the airplane had risen to a preeminent position in the war strategy of the combatant nations. The war began in 1939 with screaming German Stuka bombers pouncing upon virtually defenseless Polish troops and civilians. It ended six years later with a mushroom shaped cloud rising like a huge exclamation mark over the Japanese city of Hiroshima in August, 1945.

The fifties and the sixties have seen a rush of changes that would challenge the imagination of a Jules Verne. Great jet transports roam the skies and tie continents together with their lacy contrails. Swift military jets streak through the sonic barrier effortlessly—a feat earlier aviators thought would be impossible. And robot powered planes now fly to the fringe of space, causing their pilots to experience weightlessness.

And peering ahead just a very few years, supersonic transports will traverse the Atlantic ocean between Paris and New York in a mere two and a half hours. Remember that it took Lindbergh 33½ hours. Was it really so long ago?

Perhaps best capturing the spirit of the Wrights, the Earharts, the Curtis's, the Lindbergh's and every other air pioneer who had a dream was the remark made by a Washington, D.C. cab driver to his fare as they passed the National Archives building.

When he was asked the meaning of the inscription, "The Past is Prologue" chisled into the facade of the building, the cabbie replied: "You ain't seen nothing yet."

Above: Ford Trimotor airplane, popular transport used during the '30's, and below: B-24 "Liberator" bomber that brought the air war to Germany and Japan.

Amelia Earhart, America's First Lady of the Air.

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

ANCHORAGE

During the last week in August the last of four Anchorage Station personnel returned from Hilversum, Holland where they were attending a 6-month course for Philips Automatic Switching Equipment. Personnel attending the Philips course were Raymond Bird, James Smith, Thomas Hezen and Ernest Shrob.

Installation of the Philips equipment at Merrill Field has been in progress since July under the direction of Pier Naut, a Philips Installation Engineer. He will be joined later by Ted Horman the Project Engineer from Philips.

The Philips equipment will be used on Service "B" and is designed to receive a message, store it, read the address line, and then to automatically route the message to the destinations requested in the address line. According to the instruction received in Hilversum, Anchorage will have the first operating fully-automatic exchange in existence.

The power cable to the Pt. Woronzoff Receiver Site has been cut three times during August and the control cable once. In all cases the cuts were due to construction work at International Airport.

Ernest F. Shorb

ANIAK

Since the opening of hunting season several of the personnel have been logging quite a bit of time on the river in search of the wary moose and the hungry bear. So far the only one to score is Leonard Venes, 13 year old son of Mechanic Elias Venes, who is quite a proud young hunter having shot his first moose on opening day. ATCS Walter Miller journeyed to the high country for the purpose of securing a trophy caribou but was unsuccessful. However, last year he bagged a sheep (full curl), a grizzly and a wolf all on the same hunt.

The writer is planning to go on such a hunt in early September and hopes to be as fortunate.

ATCS Richard Strassel decided to again see what people outside are doing for kicks and journeyed south for a few weeks of pleasure living. ATCS Harold Nordstrom filled in until his return.

Robert D. Thomas from Ft. Yukon will be the new SATCS and should arrive by the latter part of September. At present ATCS Jack Moore is Acting Chief.

Leader Mechanic Wilson Smith and wife Sevilla expected to depart on their new assignment by September 15. We all wish them the best of luck and are sorry to see them leave our little island in the Kuskokwim.

To regress a bit, former Station Manager James Seitz and family departed in June for their new assignment in Cordova and the loss was felt by all. The writer was Acting Station Manager until the arrival on August 23 of Albert Burnham, former Leader Mechanic at Sitka. Al's wife Claire and children, Susan 11 and Kevin 8, also arrived and were a welcome addition to the Aniak clan.

The square dancing group has taken over the recreation hall each Tuesday night at 7:30 and from all reports are having a fine time.

We were visited by Fire Marshal Raymond Pittman who subjected the station to a thorough fire safety inspection. The painters completed their project, painting the entire station inside and out and doing a very nice job of it. We also have new mercury type street lights in operation.

Recently all available FAA personnel rushed to the village to help when the Northern Commercial Company Manager's house caught fire. Fire extinguishers were utilized to no avail and were completely inadequate for such a fire. The building and all contents were a total loss for Mr. and Mrs. Jack Harrop. By means of a bucket brigade we were able to save a small shed near the house in which the Harrops have now set up residence until they can build.

J. M. Christensen

ANNETTE

Captain Harry Solberg arrived to assume command of the Annette Coast Guard Air Detachment, replacing Commander Curwin.

Recently, Carl E. Fundeen, Station Manager, and his wife attended the wedding of their son, Edward, in Seattle.

Four State Road Surveyors arrived and began their duties of surveying the road for the proposed relocating and paving of the road between Annette and Metlakatla.

Nathan B. Newcomb, Jr.

BETHEL

I arrived at Bethel on August 14 and assumed Station Manager duties. All station personnel have been helpful in acquainting me with the station and its operations.

Good relations have been maintained with all the various agencies and the FAA has a good community rating.

ATCS Robert Guay returned to duty after an extended annual leave in the lower 48. Relief ATCS Nordstrom departed Bethel after service as relief ATCS since May. ATCS Roy Womack and wife arrived August 14 from Moses Point.

SATCS Knight passed his area rating examination the latter part of the month, leaving only one operator not area rated.

A successful meeting of the Bethel Airmen was held Aug. 14 conducted by the FSDO. Operations activity has continued about normal with little change noticed by the closing of the Air Force site.

SMDO-3 Brown arrived to administer the communications certification examination to relief STIC Dial, relief EMT Zahn and EMT Saito. All examinations were passed and certifications issued. The Bethel LFR was officially decommissioned and re-commissioned as an H marker with voice.

Darell G. Bricker

COLD BAY

With "Old Man Winter" peeking around the corner ready to make his debut, Cold Bay has put the work pressure in high gear to beat the old boy.

The conversion of our teletypewriters to 100 words per minute and APULS was completed on schedule with no incidents.

A nice addition to our Cold Bay family is EMT Phil Hatzfeld and family. Phil is now our ILS technician as well as acting SEMT during Ed Dhabots absence.

Plans and work are underway for the installation of a new 101 pair cable from the IFSS to the "K" building. All cable terminations will be removed from the "K" building and put in a new cable shelter.

There is a whisper around that the boys in the shop are rather looking forward to the first snow BECAUSE they may then try out their brand new Frink Roll-Over type snow plow.

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New diggings are underway for placement of a new culvert just back of the IFSS building with a new parking space eventually in the plan.

New incinerator stands are being built to be placed throughout the area in the hopes these will cool down the interest of our bears who seems to enjoy our company more every day.

The Fire & Crash boys have been busy with extinguishers, checking and inspections, as well as several call-outs.

Our new school teacher, Mrs. Florence Faber, husband and small daughter Maria arrived from Harrison, Idaho and the school bell rang on schedule.

Visitors to Cold Bay were Messrs. DeSautels (SMDO-3), Ken Wood of AL-505 and Jim Thorne at AT-200.

Our new permanent ATCS Thayer Kessler arrived from Nome. We are happy to have Mr. Kessler but we have a sneaky hunch he brought some Nome weather with him because for a change, the rain came straight down—unheard of for Cold Bay. We pride ourselves on whatever the weather here—it's always HORIZONTAL.

Mary Ann Barnett

CORDOVA

On August 31 technicians at Middleton Island assumed maintenance of the White Alice site. The last RCA technician departed at noon this date.

Herb Brazil of SMDO-4 was here on the sixth and again on the twenty-eighth to administer certification examinations.

The acceptance inspection of the new flight service station was completed the fifteenth with unanimous agreement that it is the finest in the region. There were a few deficiencies, the greatest being that the operating room becomes a "sweat box" when the sun shines. A correction of this problem is expected.

James H. Seitz

FAREWELL

During August, Farewell reported its first aircraft accident. A Super Cub flying around peaks sheep hunting was the victim of a down draft. Occupants walked nine miles before being picked up and flown to Farewell.

Watch changes during the month resembled those at Buckingham Palace. Carrying a high powered rifle on the night watches was absolutely necessary. Bears were everywhere. The season is open now and we anticipate no further trouble from them. Our staffing remains one man short since the departure of Elmo Heter for Iliamna.

Technicians Wayne Hughes and Randall Smith from the University of California spent 10 days at Farewell installing a Magnetometer which measures variations in three components of earth's magnetic field, and a Riometer (Relative Ionspheric Opacity Meter) that measures absorption of galactic noise due to ionization in the ionosphere. The present plan calls for taking readings for several years. To date the moose have been scarce but the bears quite active.

Leland I. Adams

GUSTAVUS

Orla F. Nielssen, SEMT, resigned to attend college in Houston, Texas. He was relieved by Jack Woods in the interim until the arrival of C. Gordon Smith, our new STIC, most recently from Iliamna.

Bob Peterson of the FSS departed for Nantucket and has recently been replaced by Ronald S. Lawler from King Salmon. Also Stanley Gussow, EMT, departed for the East coast and parts unknown while Charles F. Popp, station mechanic, transferred to the Pacific Region and Wake Island.

Our companion Federal Service, the National Park Service, recently experienced a change in chiefs. John Fisher transferred to Tennessee and left David Butts in charge. Subsequently Dave was promoted to the position of Chief Ranger of the Glacier Bay National Monument.

Ray Slack, our Station Manager, is off for Oklahoma City and some more schooling the end of September.

R. Melander

ILIAMNA

Iliamna is about to have a new look with the runway rehabilitation project nearing completion. This should please our flying public.

It's always a changing world at Iliamna with ATCS Lloyd Patrick departing for Shemya and ATCS E. W. Scotty Heter arriving from Farewell. SATCS Edward Medford is the proud father of a brand new income tax exemption in the form of one male type, the best catch of the season.

The station's resuscitator was put to good use last month with the sudden illness of Station Manager Don Darling requiring its use. We would like to think its timely use had a part to play in his speedy recovery. A few days later the resuscitator was flown to the village of Kakhanok in an attempt to revive a drowning victim.

The passing of the Salmon season has brought a welcome increase in the trout fishing, much to the delight of the local anglers as well as visitors. Numerous fine catches are being reported.

The Iliamna Home Makers Club held their first meeting of the year with activities including the instalaltion of officers, Mrs. Mize as President, Doris Brewer as Vice President and Myrtle Anelon as Secretary. A candle light ceremony was held at the Todd residence with sixteen members in attendance. Novel corsages were fashioned from spruce and cranberries by the following members: Mary Wassilla, Nelly Drew, Elena Wassilla, and Okalena Proffacoff. The next meeting will be held on September 19, 1963. Home canning will be the topic of the day.

It is a busy season at Iliamna with blue berries to pick, moose and caribou to hunt and trout to be caught. Soon it will be ducks and geese to bag. It's tough to have to work for a living this time of the year.

E. W. Heter

MOSES POINT

Most of our traveling personnel are gone now, and they've left us in good shape for the winter, none too soon for we have snow on the surrounding hills.

George Muoio, fresh off the DEW line, joined our staff as a mechanic last month. A former FAA employee, we are glad to welcome him to Moses Point.

Several of the men have been out duck hunting lately, and they came back so wet that they must have taken turns retrieving. Why not get a dog, fellas?

F/MECH Jones took his wife Ruth moose hunting over the Labor Day weekend, and after two days of walking through all that brush, Ruth has decided

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to go back to being a housewife.

ATCS Chuck Schenkel and wife Verna have been doing a lot of flying since Chuck had his plane repaired. Verna's our new postmistress and is doing very well at the job.

SEMT Wayne Goldsberry drove out to the range last week, and got half way to the building when a bear chased him back into his truck. Being new to Alaska, Wayne considered this quite exciting event in his life.

Cora Narcisso

NOME

Governor Egan selected Mr. Robert C. Schick from our plant staff to serve on Alaska's Committee for Manpower Development and Training. This program was initiated by the Manpower Development and Training Act passed by Congress last year. Mr. Schick attended the organizational meeting in Juneau during August. He is presently also serving as a member of the Nome School Board.

Mr. Arley Evans, our new FSS Chief, arrived from Cold Bay accompanied by his wife, Bernice, and basset hound, Ferguson. This was Fergi's first trip to Nome; however, Arley and Bernice originally arrived in Nome in 1941. He was a communicator for the old CAA, which at that time operated down the coast toward Fort Davis, from a 12' x 28' wood frame building, about four miles from the airport. This new glass and metal FSS right at the airport looks pretty plush for the homecoming.

Blanche O. Walters

SHEMYA

With the passing of the July fog, August brought a few windy days, it also found ATCS Lloyd E. Patrick and ATCS Bill Vegel doing a little beachcombing and searching for artifacts. Large and small arrow heads were found, which caused quite a bit of excitement.

Also during this period Station Manager Oscar M. Keranen, ATCS Lloyd E. Patrick, ATCS Elme V. Murray and SEMT Lee Haagenson became members of the "International Toastmasters Club." The membership presently is at 25 with ATCS Lloyd E. Patrick as parliamentarian. The name "Simichi Toastmasters" was chosen to honor our group of islands.

Station Manager Oscar M. Keranen received his Amateur Radio License and his station call sign is "KL7ESX." Congratulations were in order and Mr. Keranen was very happy.

REMT David Barthelemew spent several days with us while SEMT Lee Haagenson returned to Anchorage. He enjoyed having REMT Barthelemew and we hope he has a chance to return.

Near the end of August a "welcome dinner" was given for the FAA personnel at Air Force Base Operations. The food was excellent and everyone had fun.

Elme V. Murry

SITKA

The parents sigh, "There they go." The teachers scream, "Here they come." As a must to all stations, school has reared its ugly head again. An off-the-cuff census reveals there are 19 adults, 29 children, 7 dogs, and 1 cat at the station.

Speaking of changes—we've had them at Sitka. July and August saw Roy Delaney departing for Cordova as Chief, and Carl Shute arriving as Chief. John Andrews from Tanana took over the reins as Station Manager here and is currently geeing and hawing. Al Burnham went to Aniak as Station Manager and we are still awaiting his replacement. Relief Foreman Mechanic Jack Hudson insists he has squatters rights.

REMT George Richard is filling in for SEMT Jud Lanier, who is taking a little local annual leave and smoking fish like they were going out of style. Mechanic John Martin is putting quite a few miles on his boat and smoking a few fish too. Boat operator Ed Littlefield is busy picking up anything that isn't nailed down so he can finish building his cabin.

John Pfeffer

TANANA

EMT James Long and family returned from a five-month absence at the FAA Academy and leave in Iowa. Jim is all primed for moose hunting but Rheta has ideas about house painting. His relief, Frank Witts, left for a Middleton Island assignment. Frank and his wife Lucille left a solid group of friends here.

Bears have made life interesting around here lately with many black, brown and grizzlies wandering around. One black bear wandered down the middle of the runway playfully breaking kerosene lanterns marking the closed area.

The new Tanana school is rapidly nearing completion and will rate as a first class installation. High school rooms and library are included. Some of the high school courses will have to be by correspondence.

Alen I. Haferbecker

UNALAKLEET

Salmon season is about over. Dolly varden trout and grayling will continue till freeze up. King salmon fishing was fair to poor, "Hump back" and dog salmon good, and silver salmon excellent. Frank Hathorn got a moose, one shot, by float plane in the Innoro River area. Frank plans to drive the "rack" to Texas next summer. Dick Bliss took PL-737 to Oakland, California in his Piper PA-20 in June.

Construction is underway on the FAA fire house. Alaska Airlines is building a terminal building at the airport, and N. C. Co. has about completed a new store in the village. Painting has been completed on all FAA buildings. A new septic tank was also installed in the housing area.

Jim Jensen, wife, and 11 children departed for Kodiak to take over facility chief job there. Bill Blacka and family arrived in Unalakleet in July as Bill took over the job as Station Manager. Fishermen here took note when Bill's two boys, Con and Ray, hit the river with their rods: fish didn't have a chance.

William H. Blacka

YAKUTAT

Residents of this community are in the Process of forming an emergency and rescue service organization. Members with various needed skills are banding together. By the use of aircraft, boats, and amphibious vehicles they hope to be able to respond to any emergency—land, sea or air; within minutes from the initial notification that assistance is needed.

They do lack certain supplies such as parachute drop kits, medical items and equipment, and other emergency gear. At the present time it is hoped that these can be obtained from the military.

Harold H. Griffith

NAS COURSE BIG HIT WITH AVIATION INDUSTRY

Aviation executives in traffic control laboratory. ATC classes are popular with officials taking NAS course.

At first someone commented that it was like taking coals to Newcastle, but the FAA's National Aviation System Course has become one of the Agency's most popular contacts with the aviation community.

The three-and-a-half day course given at the FAA Academy twelve times a year, is offered to airlines operational personnel who go to Oklahoma City to familiarize themselves with the National Aviation System. The "students" are airline executives, pilots, airport operators, municipal and state aeronautical officials, representatives from groups such as the Aircraft Owners and Pilots Association, aircraft equipment manufacturers, and members of the military services.

These people are all experts in at least one, and generally many, segments of aviation. The NAS course explains how the many-faceted complexities of modern aviation are entwined in a single, efficient, air system. The result gives aviation specialists a comprehensive view of the total effect of American civil aviation, particularly the whys and wherefores of the activities of the Federal Aviation Agency.

The course covers FAA policies and procedures concerning air traffic control, flight safety rules and standards, research and development, medical research on human factors in aviation, navigational aids, design of aircraft and airports, and weather information.

The Academy instructors conduct the course once a month. It opens with a description of the air traffic system. The students are given an opportunity to handle air traffic—simulated in the effective radar terminal laboratory of the Academy. This gives them an opportunity to observe the use of radar in controlling landings and take offs and "handoff" procedures used to pass traffic on to traffic control centers.

The participants are given a glimpse of the National Airspace Utilization System of the future, how airspace can best be used by all of aviation, and what equipment is being developed for both airborne and ground use to facilitate flights ranging from the 100-knot small airplane to the supersonic transport.

The students also learn something about aviation medicine from the Director and representatives of the Civil Aeromedical Research Institute, including current studies on aging factors in airmen, crash survival studies, and other aspects of aviation medicine dealing with seating plans in air carrier jets.

Since the first invitation to attend the course was issued approximately a year ago, there has been a steady stream of acceptances. In fact, the reaction has been so favorable the number of participants has doubled from seventeen to the present maximum of thirty-five per course. Those who attend pay their own travel, meal, and accommodation expenses; the FAA pays only the negligible amount for conducting the school. The program does not in any way duplicate or substitute for industry's regular training efforts.

Industry representatives learn the basics of radar air traffic control in NAS course at the FAA Academy.

High Official Conduct Standards Are Spelled Out in Agency Order

In order to assure the integrity of Agency operations, to promote compliance with applicable laws, policies and regulations, to avoid even the appearance of impropriety and to safeguard public confidence in the FAA, the following policy is hereby prescribed:

"The highest possible standards of integrity and ethics in official conduct are to be promoted and maintained by all employees and representatives of the FAA."

The above policy is prescribed in OA 1000.7 of May 9, 1963. This order has to do with employees or representatives accepting fees, compensation, gifts, payment of expenses, or any other thing of monetary value. It also precludes involvement in any outside activity not compatible with the full and proper discharge of the responsibilities of an employee's office or position.

The Administrator has directed that all violations of this policy are to be promptly reported to the Director, Office of Compliance and Security.

EQUAL OPPORTUNITY STRESSED

"The highest possible standards of democracy are to be maintained in all official acts with equality of treatment and employment opportunity for all."

This quotation, taken from Agency Order OA 1000.8, is the Agency's policy on implementing the President's equal employment-opportunity program which is set forth in Executive Order 10925, dated March 6, 1961.

The Order directs that positive measures be taken to: promote and encourage equal opportunity for all qualified persons employed or seeking employment within the Federal Government; ensure contractor compliance with the nondiscrimination agreement in all Government contracts; expand and strengthen the efforts to promote full equality of employment opportunity.

The President has also directed that no use be made of the name, sponsorship, facilities, or activity of any Executive department or agency or for any employee recreational organization practicing discrimination.

Compliance with this policy is every FAA employee and representative's responsibility. Its implementation and active maintenance is the responsibility of all officials and supervisors. Agency-wide execution is the responsibility of the Office of Compliance and Security.

QUESTIONS AND ANSWERS OF INTEREST TO AVIATION MEDICAL EXAMINERS

Q. To what extent should the AME review the airman's executed Application for Airman Medical Certificate?

A. It is extremely important that the Medical Examiner review the entire application and discuss the Medical History, Item 21, with the airman. While an applicant may appear to be physically qualified by examination, he may have previously been found ineligible through all processes of appeal and denied (Item 18), for all classes of certification. In such instances, the certificate will not be issued and the report of examination will be referred to the Aeromedical Certification Division with notation indicating why the certificate was denied. If an applicant wilfully omits and refuses to furnish information called for under Item 21, Medical History, his application will be regarded as incomplete and improperly executed, in which instance a medical certificate will not be issued and the report will be referred to the Aeromedical Certification Division with notation indicating why certificate was not issued.

Q. Are there any nasal sprays or constrictive agents that are considered satisfactory for use in aviation medicine for a person who has an intermittent rhinitis?

A. The regular use of an intranasal medication is not recommended as a matter of good medical practice. The intermittent use of a decongestant is acceptable.

Q. What is the recommended treatment for an acute eustachian tube infection following a respiratory infection?

A. For simple inflation, the Politzer bag may be used, and occasionally a eustachian tube catheter, but before either technique is used, the nose and throat infection must be cleared. The myringotomy then would be the next step. Use of decongestant medications may be used, if indicated, but for immediate relief, the myringotomy is best. Treatment for acute aero-otitis is inflation or myringotomy. Appropriate antibiotics should be administered at the physician's discretion.

Q. What action should be taken when a patient gives a history of vertigo?

A. A complete report should be submitted, recommending a specialty consultation to determine the cause and an opinion as to the probability of the condition being a recurring problem. One who has chronic vertigo should not be certified to operate an aircraft. This refers to true vertigo—not a slight lightheadedness nor induced vertigo from which one should recover in a matter of seconds or minutes.

Q. Who is in charge of aircraft accident investigations?

A. The Civil Aeronautics Board is the Federal agency with the sole legal responsibility and authority for investigating and determinating probable cause of civil aircraft accidents.

The CAB sends an Investigator to the scene to take charge of the investigation. The FAA Inspector covering the accident assists the CAB Investigator, and acts as FAA Coordinator. All FAA assistants in the investigation (including Aviation Medical Examiners) work through the FAA Coordinator.

a. *All fatal accidents and large aircraft accidents:*

The CAB sends an Investigator to all Air Carrier (Airline) accidents; to all large executive airplane and helicopter accidents; and to all fatal civil aircraft accidents.

b. *Non-fatal light aircraft accidents:*

At the present time, the CAB has requested the FAA to investigate non-fatal aircraft accidents involving fixed-wing airplanes of 12,500 pounds or less maximum weight. Normally, no CAB Investigator is sent to these accidents and the FAA Inspector is the Investigator-in-Charge.

CARI RESEARCHERS CONDUCT DITCHING STUDIES

Seventy FAA pilots, engineers, and technicians associated with the Flight Inspection and Procedures Division, the FAA Academy, and other programs, have served as subjects and participants in a Civil Aeromedical Research Institute study of water ditching survival problems. The subjects are KC-135, Boeing 720, Lockheed Electra, twin Convair and DC-3 crew members.

The study is a continuing project of the Protection and Survival Branch of CARI, and is conducted in the specially designed indoor ditching facility located within the CARI Building at the Aeronautical Center. Mr. Ernest B. McFadden, Chief of the Survival Equipment Section, and Mr. J. D. Garner, Chief of the Emergency Escape Section, are Principal Investigators for these studies. The facility contains 132,000 gallons of water, has underwater windows, and through a winch system, enables the researchers to lower aircraft fuselages into the water.

The fuselage of a typical large transport aircraft is lowered into the water, and, for some studies, tipped on its side. For other studies, the fuselage is partially submerged to various depths or completely submerged. At a given signal, the crew executes to the best of its ability, an escape. Underwater and above water color motion picture recordings are made, including a camera set up for slow-motion photography to pinpoint problems.

Specific points being studied are the difficulties encountered: (1) in assisting an incapacitated person to escape, (2) in keeping non-swimmers from drowning during the escape, (3) in getting the inflatable rafts deployed and occupied, (4) in finding the rafts in total darkness (the CARI pool can be made pitch-black for studies of life-jacket and life-raft lighting techniques), (5) in accomplishing the required tasks when the water is near the freezing point, and (6) in getting women and children safely out of the craft and into rafts.

The Flight Standards Service and other activities, including the airlines, the manufacturers and the CAB, have specifically suggested certain studies which are being accomplished. Of special interest,

Simulated ditching studies.

is an evaluation of the practicability of a pilot-compartment top escape hatch (which has been installed in the Convair fuselage used at CARI), which has a potential value for emergency escape for the crews of all-cargo aircraft who may be trapped in the pilot compartment by sliding cargo as a result of the impact.

The studies are serving the dual purpose of enabling aeromedical researchers to conduct investigations having a vital bearing upon air safety, and of providing ditching training experience for FAA pilots and crew members.

DULLES LIGHTS FIRST BIRTHDAY CANDLE

Magnificent Dulles International Airport is a stately Portico to the Jet Age. Elegant and efficient, it symbolizes the future of aviation.

Dulles International Airport—the most advanced commercial flying field on earth—lights its first birthday candle this month.

During its first twelve months of operation, Dulles handled more passengers than O'Hare serviced in its first three years of operation and more than Idlewild handled in its first four. More than 650,000 passengers passed through the magnificent Portico to the Jet Age to board aircraft bound for all corners of the world. Total aircraft operations numbered approximately 79,500.

The airport is an architectural wonder, combining function and beauty in a design that will serve civil aviation for years to come. Its sweeping roof, glass-walled concourse, and pagoda-shaped tower rising above the Chantilly, Va., countryside have become the symbol of aviation progress in the United States.

The much-talked about mobile lounge is the largest passenger-carrying vehicle on rubber tires. Here are both an interior and exterior view.

Dulles offers on the ground the same level of comfort and convenience the passenger has become accustomed to in the air. Travelers walk only 152 feet from car to plane.

Small staff, big job. James T. Murphy, Director, OCS, flanked by (from left) C. F. Maisch, Chief, Investigation Div., A. T. Callanan, Acting Chief, Compliance Div., D. F. Niles, Ass't. Chief Security Div., and R. F. Lally, Deputy Dir.

COMPLIANCE AND SECURITY

What Does It Mean?

Webster defines "compliance" as yielding, and "security" as being free from danger. Together these words and their literal interpretations express the reason-for-being of the Office of Compliance and Security. CS was created to assure compliance with several Executive Orders (which are Presidential Orders and have the weight of law) and supplemental Orders of the FAA Administrator, relating to equal employment; the conduct of FAA employees; safeguarding of official information, and protection of FAA property.

The Director of the Office is James T. Murphy, who is also the Agency Employment Policy Officer. He is aided by a Deputy Director, Richard F. Lally, and administers three Divisions—Compliance, headed by Anthony T. Callanan; Security by Raymond E. Greenfield; Investigations by Carl F. Maisch. In addition, there are CS Divisions in all the regions, and the Aeronautical Center.

Compliance. The FAA and all individuals or companies doing business with the FAA are required by Executive Orders 10925 and 11114 to provide equal opportunity for all qualified persons (without regard to race, creed, color, or national origin) who are already employed or are seeking employment.

The Executive Order outlining the standards of conduct expected of government employees is 10939. Following its publication FAA requested its own 45,000 workers to avoid even the appearance of impropriety in order to safeguard public confidence in the Agency, and to apply the highest possible standards of integrity and ethics to their official and personal behavior.

The blue and white posters prominently displayed on all official employee bulletin boards throughout the Agency carry the details of these policies and the methods to be used in reporting violations of either the code of ethical conduct, or incidents of discrimination, which are then handled by the Compliance Division.

Security. Before December 7, 1941, the word "classified" to the average American meant the want-ad section in the local newspaper, but during and following World War II millions of citizens made its acquaintance in another connotation—national security—the protection and defense of the country against hostile or destructive action.

The whole question of security and classified information boils down to jobs and the people who hold them. In the Government today jobs are typed as either "sensitive" or "non-sensitive," and it is estimated that almost 90 per cent of FAA's total jobs are in the former category, a large number in the "critical sensitive" class. "Critical sensitive" covers positions requiring access to top secret defense information as well as positions responsible for the development of the Agency's plans in the event of war or national emergency. All employees in Grade 14 and above are in this class, as are those in the FAA foreign service, or those that require extensive or even intermittent foreign travel.

A person being considered for one of these jobs is given what is known as a "full field investigation" before he is appointed. This is an exhaustive investigation usually conducted by the Civil Service Commission that begins with verification of his birth date and his citizenship status; checking with the FBI, the military services, and the Immigration and Naturalization Service (where necessary). It means personal inquiry by trained investigators into the background, habits, conduct, affiliations and any foreign connections of the individual; his honesty, integrity, character, reputation, and loyalty to the United States.

People who have access to secret or confidential information or who work in critical facilities—centers, towers, RAPCONS, RATCCs and Flight Service Stations—are in sensitive non-critical positions. These jobs get what is described as a National Agency Check Investigation, thorough, but not as exhaustive as the FFI.

The NACI consists of a search of the FBI files, Civil Service Commission files, a check with the House Committee on Un American Activities, the military services, and the Immigra-

Investigations completed, Lamar Trammell returns folders to files which are kept under maximum security. Cases hold records of personnel at Washington headquarters. Right: Wanda Lee O'Rear (l) and Dorothy Fisher work at the circular card file. In a matter of seconds they can locate one or many of 54,000 clearances.

tion and Naturalization Service (when necessary). Checks are also made with law enforcement agencies, former employers and supervisors, schools and other sources that can provide background on the individual.

Clearances go with the jobs. Top secret data requires the highest degree of protection—a top secret clearance. The term applies to information which, if discussed, could result in exceptionally grave damage to the nation; next is Secret, and last is Confidential, each concerned with information of vital importance to the national defense.

Because FAA operates a telecommunications network of close to 100,000 miles, a portion of which is being equipped for the transmission of classified information, communications security is another angle that has to be considered. Employees who handle the cryptographic information and certain categories of reports, i.e., concerning NATO, SEATO, CENTO, and the AEC must have special clearances.

Clearances are not handed out indiscriminately. An employee by virtue of position and grade may be in a sensitive critical position and have passed the FFI with flying colors, but if he does not have a need for access to classified information, no clearance is issued to him.

The "need-to-know" rule applies to the dissemination of all classified information. For example, crypto authorizations are granted on this basis and are cancelled when the "need-to-know" ceases to exist.

Since most FAA equipment has some connection with defense, FAA contractors may generate or require access to classified information, so by agreement with the Department of Defense, DOD's Industrial Security Program has been extended to include FAA, and DOD regulations are effective within the Agency.

It follows, therefore, that before an FAA classified contract is awarded, the contractor must be cleared and his factories given a periodic security inspection.

Foundation stone of the personnel security structure is the drum file—more than 45,000 control cards summarizing the backgrounds of all employees, FAA's civilian contractors and military personnel on duty with the Agency.

Investigation. Investigation is a major part of the CS picture, carried out on a world-wide scale and handled by a staff of skilled investigators whose jobs run through the investigatory gamut. They investigate certain criminal violations of the Federal Aviation Act—such as interfering with flight crews, carrying weapons on board, etc., and the Federal Airport Act which includes crimes committed within the limits of a Federal airport; also unauthorized disclosures of classified information; accusations against FAA employees of bribery, graft, false statements, and theft of government property; violations of the equal employment opportunity order and the ethical conduct order; Hatch Act violations; reported malfeasance, misfeasance, and nonfeasance of Agency employees, and inquiries into employee indebtedness. Among other things, they investigate the good moral character requirements of Air transport rated pilots, the medical, psychiatric, or behavioral pattern, or moral character deficiencies of any airman (when requested), and reported illegal operations of air carriers.

In addition to all this Division carries on an exchange of information with local, state, and Federal law enforcement agencies, investigative and intelligence agencies; pre-employment and/or suitability and fitness investigations, together with confidential investigations as directed by the Administrator, Assistant Administrator or the CS Director.

As an example of the far-reaching powers of the FAA Investigator, only recently several American aircraft operators were fined and placed under U. S. court injunctions for flying without proper certificates. Specifically they had been transporting meat illegally from Central American countries to an island in the Caribbean. One man put out of business and his aircraft confiscated, and he was fined $60,000—a warning that crime does not pay when it tangles with the FAA!

HEALTH FOR ALL

AVIATION MEDICAL SERVICE

INJURIES AT HOME

Someone once said, "Show me a house and I'll show you a hundred ways to injure yourself." A hundred almost sounds optimistic when one glances at the health statistics provided by the Public Health Service of the Department of Health, Education and Welfare.

An average of *20 million* persons were injured at home each year in the U.S., July 1959 through June 1961. These figures refer to the Civilian noninstitutional population and include only injuries requiring medical attention or causing the person to restrict his usual activities for at least one day. "In the home" means in or around the person's own home or the home of another person.

Among females the rate of injuries, 120.2 per 1000 population, exceeded that of males, 108.4 per 1000. Of all individuals injured in the home, 53.2% were inside the house. The remaining 46.8% were outside the house, but on the premises. However, 55.1% of males were injured outside the house.

Children under 15 years had a high rate of accidents, 173.9 per 1000 accounting for 46.8%. Under the age of 5 years, the rate was 208.9 per 1000 children. Among persons living in rural nonfarm areas, 125.6 persons were injured per 1000 population per year. This rate was appreciably higher than for persons living in others areas—109.9 in urban areas, and 111.6 in rural farm areas.

Of all persons injured in the home, 34.2% sustained falls. Persons "struck by moving objects" numbered 8.4%.

Of the 114.5 persons injured in the home per 1000 population, 23.9% had subsequent bed disability. About 20.2 per 1000 of the regularly employed population lost one or more days from work because of physical trauma.

Approximately 162,860,000 days of restricted activity were attributed to injury in the home, a rate of 92.4 days per 1000 population. Of those days of restricted activity, 40,893,000 were bed-disability days and 17,111,000 were work loss days.

A New Concept in Fund-Raising To Be Tested by The Government

Two experiments in Federal employee charity drives will be made in selected locations next year.

One will unite the three major campaigns now conducted in the spring and the fall. The other will withhold, strictly on a voluntary basis, employee contributions from the regular payroll.

A third proposal, to withhold state-of-residence income taxes of employees who work in one state and live in another, is also being considered by the Civil Service Commission.

Currently, the Federal Government limits employee solicitations to a United Fund campaign in the fall, a joint campaign of health and international agencies in the winter and spring, and a Red Cross drive in March in communities where the Red Cross is not part of the United Fund effort. The prohibitive costs of a payroll withholding system, charged to the benefited organizations probably would make three separate drives unfeasible. Consequently, one proposal is that the various drives be combined into one campaign, thus distributing the costs. The idea will be tried out in selected locations in 1964.

Withholding of state income taxes of Federal employees who live in one state but work elsewhere and want taxes withheld for their state of residence was recently made possible by a decision of the Comptroller General. The Government already withholds state income taxes from the pay of Federal employees who live and work in one of 27 states, and the District of Columbia has authority to do so in all states.

If and when regulations are issued by the Civil Service Commission, employees who desire the FAA to withhold from their pay state (or D. C.) income taxes must make application to the FAA. The regulations are not expected to be effective before January 1964.