FAA HORIZONS

JANUARY 1964

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

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COVER. FAA C-135 flight inspection aircraft checks a VORTAC. This NAVAID gives pilots bearing and distance information out to a radial distance of 130 nautical miles and vertically to above 45,000' mean sea level. FAA maintains 814 VOR/VORTACs at strategic locations throughout the U.S. Story on page 3.

Starting with this issue, this space will be used as an editorial column. Editorials will be written by Regional Directors and Managers of NAFEC and the Aeronautical Center as well as officials in headquarters. This month's editorial is by Administrator Halaby.


President Lyndon B. Johnson

One of President Johnson's first acts after he assumed the leadership of our Nation was to meet with the heads of the independent regulatory agencies at the White House to explain to them his philosophy of government and what he believed were the responsibilities of the agencies.

As the Administrator of the Federal Aviation Agency, I, of course, was present at this meeting. While the President was, from necessity, addressing administrators, what he said directly concerns every man and woman employed by the agencies. President Johnson made it quite clear to all of us that he is keenly aware of the great contribution regulatory agencies make to the progress and welfare of the United States. As the representative of all FAA employees at the meeting, I found the President's remarks stimulating, challenging and complimentary. That is why I want to repeat them now, to undersore them.

The President began his remarks by informing us of his two principal purposes for calling us together. He said these two purposes were:

"I want to convey my deep sense of reliance upon you and your agencies in discharging the responsibilities which have been thrust upon me.

"I want to make it clear that in regard to the regulatory field the work John F. Kennedy had begun is work that I intend to continue."

The President then stated, "You and I and the Congress and the People and all of the special constituencies of your agencies are challenged today to re-examine and to re-assess and to re-evaluate the regulatory role. We are challenged to elevate our sights, to measure our performance by quality rather than quantity; to concern ourselves with new areas of cooperation before we concern ourselves with new areas of control; to take pride in how much we do rather than how much there is to do."

President Johnson assured us, and asked us to so assure our fellow employees, that he would be attentive to our work. "We will be appreciative of your problems," he continued. "We will expect excellence of you in the confidence that it is present to be given. We will stand right with you to the last when you are right. You will know from us first and directly when we think of it otherwise."

Finally, the President admonished us to beware of self-seeking persons whose only interests are their own, personal gain.

I believe that it is obvious to all of us that to achieve the goals President Johnson outlined for us will require us to give the fullest of our talents, abilities and intelligence. Those of us in positions of authority must see that our standards are crystal clear—that all will understand. To achieve quality of performance every one of us needs to know what is expected and then we must know just how well we are doing.

We must all be constantly aware of our responsibilities. Unflinching self-evaluation and appraisal are tools we all need to achieve this awareness—tools we need to do a better job tomorrow than we did yesterday, to prepare for an even more demanding future.

In a moment of national tragedy, President Johnson has told us what he expects from us. It is now up to us to perform. I am confident that the Federal Aviation Agency will meet—will surpass—his expectations.


The "Big Three" and their crews. The DC-3 at left, the C-135 in the center, and the Convair 440 are the three types of FAA aircraft used in flight inspection.

SLEUTHING THE SKY FOR SAFETY

Strategically located throughout the country are some 5200 major airways navigational aids. These are to a pilot what highway route signs are to an automobile driver. They provide course, distance, and location information. If a road marker gives false information, drivers get lost. If a navaid were to give false information, it could be fatally misleading.

Once a pilot has lifted his aircraft from the runway, he faces the problem of finding his way to his destination point. The means of doing this is called navigation. The easiest, and undoubtedly the safest, means of getting from place to place in the air is through the use of the many radio and electronic aids that make up our country's federal airways. With the correct flight instruments, the required training, and FAA clearance, he can leave the dreary fog and rain behind him as he rises through the gray clouds to the clear sunny sky above and fly straight to his destination.

Navaid stations are on the ground. They range from small location-marker beacons to vast, long-range radar systems linked by microwave to traffic control facilities hundreds of miles away.

The navaids transmit radio signals out in straight lines. The FAA uses navaids that are omni-directional; that is, they send out signals in all directions. The most common of all are the VOR (Very High Frequency Omni-Directional Range) and the VORTAC, a VOR combined with the military's TACAN (a type of VOR with distance measuring equipment added). There is a variety of shapes, sizes, and types of these radio-signalling stations, collectively called "navigational aids."

Navaids are expertly cared for by maintenance technicians on the ground. However, radio signals can be dead accurate on the ground and out-of-line only a few thousand feet up. This may be due to misleading reflections of signals, man-made obstructions, weather conditions, radio frequency interference or a variety of other reasons which cannot be detected by ground monitoring. The only way to be certain that correct signals are being received by the fellow in the cockpit is to check it from the place he receives it—in a plane in the air.

To make sure that the network of American navigational aids, both civilian and military, are operating perfectly, the FAA has a special corps of aerial monitors—a group of approximately 600 pilots and electronics technicians who fly nearly 17,000,000 miles a year checking and rechecking navaid accuracy. Supported by maintenance men, engineers, administrative personnel, and mapmakers, the 600 flying inspectors are part of the Agency's multi-million-dollar-a-year Flight Inspection program, operating under the aegis of the Flight Inspection and Procedures Division of the Flight Standards Service.

The flight inspectors go out each day in the FAA's special fleet of inspection planes—some so elaborately outfitted with up-to-the-minute electronic equipment, they have been aptly nicknamed, "Flying Laboratories." Aerial monitors are airborne 90,000 hours a year, or the equivalent of 10 aircraft on inspection missions every minute of every day of every year.

Since no one aircraft is available to provide efficient operation at every altitude, flight inspection crews operate at three different levels and use planes that are best suited for each one. Generally speaking, altitudes below 14,500 feet are called "basic" altitudes; those between 14,500 and 24,000, "intermediate;" and higher than 24,000 feet "high" or "jet."

Primarily the FAA flight inspectors use three different types of planes. At the "basic" altitudes, the DC-3 provides the range, load-carrying capacity, and relatively low speeds necessary for the job. At the "intermediate" heights, the Convair 440 is used—the most sophisticated craft in the entire operation. Finally, at the high altitudes, two FAA jets cut through the skies. Simply put, the DC-3s inspect individual facilities, the Convairs survey the entire navaid system, and the jets are responsible for jet route system surveillance. These three phases can, and often do, overlap.

Operating out of the FAA's seven regions are DC-3s, a few Constellations, C-54s, and a C-123. A three-man crew can go out on a daily mission in one of these planes for six hours and cover 900 miles. The airborne inspectors check one navaid

Inspection routes are mapped before flights.

The modern Doppler navaid against Kansas City backdrop.

In Southwest, a map shows location of each inspection plane.

at a time, flying a circle around a facility to obtain a reading on all 360 radials of a transmitted signal. This is called the "orbiting" technique. The data is gathered on a type of calculating machine called an "analog computer" and the evaluation of the station is done quickly in the aircraft. This permits immediate corrective action to be taken if the signals are amiss.

Whenever an aircraft mishap occurs, the DC-3 inspection plane closest to the accident is in the air instantly checking each navaid that might have been involved. In this way, the FAA knows right away if one of its navaids was a conceivable cause of the crash.

Although the DC-3 is a dependable workhorse for checking individual facilities and terminal areas, its future role in the flight inspection program is less than promising. The FAA plans to phase them out gradually in favor of aircraft with improved capabilities.

While the crews of the "basic" group are busy inspecting separate facilities one-by-one, faster and more intricately-equipped airplanes are overhead, patrolling the airways to maintain accuracy of navaids along a wide area of airspace. They are more concerned with the point-to-point navaid system than are the crews of the DC-3s. As mentioned earlier, some of them are rigged out in such elaborate equipment that the pride of the inspection fleet are often referred to as "flying laboratories."

From the outside, they look just like passenger planes, but from the inside, they look like something straight out of a science-fiction movie. Instead of seats, tons of instruments, generators, control switches, oscillograph recorders, magnetic tape rolls, meters, digitizers, and a vast array of other electronic furnishings occupy the interior. The cockpit contains not only the usual flight instruments to be found in multi-engine aircraft, but additional instruments and switches to permit flight inspection crews to navigate and select specific navigation aid frequencies for technical analysis of radio wave energy. These multi-million dollar babies are examples of electronic wizardry.

A Close Second to Automatic

The most sophisticated of them all are the five Allison Convairs which comprise the SAFI System. They operate out of Washington, Los Angeles, and Oklahoma City. SAFI is the alphabetized abbreviation for Semi-Automatic Flight Inspection—and it is about as close to automatic as semi-automatic can get. Project SAFI has revolutionized the art of flight checking. How?

It was described above how the DC-3s use the "orbiting" technique of checking individual facilities. This method was the traditional method of inspecting every single American navaid before SAFI was introduced. With 5200 facilities scattered across the United States, it does not require much imagination to figure out how long it would take to check the accuracy of the entire system today using the "orbiting" method.

The tons of equipment aboard the Convair 440 include electronic devices that can record hundreds—in fact, thousands—of different kinds of information simultaneously. Electronic consoles pick up signals from transmitting stations and measure the distance from the station to the aircraft, fixing the plane's exact position at the instant of measurement. Other signals, which can be seen on cockpit instruments, show the pilot his location on the airway and how far away he is from the station he is approaching.

Flying "Squares" Replace "Circles"

These airplanes, operated by two pilots and three electronic technicians and a flight supervisor, fly on what the FAA terms the "grid" system, so called because a pattern of straight lines theoretically is superimposed across the length and breadth of the country, intersecting at specific points to form squares or grids. Flying along any grid line, the flight check aircraft covers an area from 80 to 160 miles wide, collecting signals from every navigation aid within the area.

These signals are converted to digital form and recorded on magnetic tapes. The country is divided into 111 grids. For the sake of easy identification, each grid has a number. As soon as the Convairs have flown all the lines of the grid, they have measured and recorded the signals transmitted in every direction by all the en route navaids within that square. The swiftness with which the computer handles the data—it can reduce 2,000,000 individual readings to 15,000 pertinent facts in eight hours—assures the checking of every navaid in the United States below 24,000 feet at least once every eight weeks. Then the grids are flown all over again, and so on, on a never-ending basis.

Let's take a closer look at how the inspection is actually handled by the SAFI planes. The entire program begins with the powerful IBM 7040 Computer, housed at the Aeronautical Center. This enormous machine stores all pertinent facts about each navaid in the country: its type, its location, its last inspection date, and its geographic location to other navaids along grid lines.

Knowing this, the 7040 automatically plots the route of

The heart of the automatic system is an elaborate console which monitors navaids.

each SAFI flight. Keeping in "mind" the speeds of the Convairs, the 7040 produces instructions to the crew. These include the grids to be followed, the navaids to be checked, and the proper sequence to be followed. In addition, the 7040 supplies instructions to specially designed instruments within the plane so the craft can be automatically controlled throughout the flight.

Instead of having *one* receiver and *one* transmitter, as is the case in regular airplanes, the SAFI inspectors have equipment that contains 11 VOR receivers, 11 TACAN sets, four Distance Measuring Equipment transmitters, VHF and UHF communications equipment, a range-beacon receiver, magnetic tapes and recorders, digital equipment, and a turbine generator to provide power for the system during the flight. All this permits them to monitor several stations simultaneously.

What's Right Or Wrong

The technicians watch their panels carefully, making sure that each needle and dial indicates what the 7040 has said they should indicate at pre-selected points along the flight path. If the information received on the panels doesn't jibe with the IBM instruction sheet, the technicians tell the flight supervisor who contacts the facility apparently beaconing inaccurate signals—"apparently," because although it is a rarity, sometimes it is the automatic equipment in the plane, not the radio-beaconing equipment on the ground, which is supplying misleading information.

Not only the technicians, but the airborne computers, too, monitor the flight. As pointed out earlier, the automatic recording equipment can take in millions of facts during a regular eight-hour, 1600-nautical mile mission. The flight tapes record one fact every half-second of flight time. After the flight, the tapes are sent to Oklahoma City, to be processed. The technicians are able to detect major errors in the system and warn facilities right away, but the analyzed, decoded facts from the magnetic tape often disclose subtle deviations unnoticed by the airborne inspectors. As these errors are noted, appropriate facilities are informed and advised to make necessary repairs. The data not only includes out-of-tolerance conditions and deteriorating performance, but clues to the causes and means for correcting them.

All of this data is printed out in report form, giving a thorough history of each flight. The tapes are invaluable both as an inventory of what is right and wrong at each individual facility at any given moment and as a permanent record of the performance of the entire navaid system.

Jets Take The Highroads

The SAFI System is elaborate and amazing. Not automatic, but equally elaborate and remarkable is the flight inspection performed at the jet levels above 24,000 feet. The queens of the jet operations phase are Nan 98 and Nan 96, based in Oklahoma City. These are two Boeing C-135s that are known to airline passengers as the Boeing 707s. They, too, are "Flying Laboratories," similar to the SAFI Convairs. Each aircraft is manned by two separate crews of eight men each who rotate shifts; one up and one down. Here is the essential difference—aside from altitude—between the C-135s and the SAFIs. The SAFI planes fly sides of grids, which are not established air routes—but a convenient way to check the most navaids in one mission. The C-135s fly actual routes flown by jets. Flying in patterns and jet routes at 24,000 to 40,000 feet, a C-135 may fly as far as 8000 miles on a single mission. Each of these big jets average about 1500 hours a year. They are helped in their inspection work by five Lockheed TV-2s for another 600 hours. The TV-2s, are principally used for radar checking. Jet routes are checked on a semi-annual basis, plus additional "demand" missions flown as necessary. In addition, the FAA now has the responsibility for flight checking the U. S. military world-wide system of air navigation aids.

Men Make The Difference

Flight checking is a complicated process requiring a large amount of highly specialized equipment. Thirty years ago, a few pilots in single-engine planes could cover what little there was of the entire U. S. airways network. Today, with over 5200 ground facilities, 114,000 miles of intermediate altitude airways and another 85,000 miles of jet airspace, flight inspection has become an enormous and expensive proposition. With the most advanced navaid check gear available, planes can check so many facilities simultaneously that one mission can bring back more information on facilities than previously could have been amassed in years.

The modern equipment is a time-saver, to say the least, but the job couldn't be done without the hard-working and dedicated men and women who do things that machines can't do. A computer can't draw maps, fill a tank with 12,000 pounds of fuel, fly a high-performance jet, file flight plans, coordinate an entire region's flight inspection program, do an enormous amount of paperwork and devise new techniques of engineering and planning.

Fantastic they may be, but no computer could replace Colonel John T. Ford who heads the mammouth Flight Inspection and Procedures Division or W. A. (Art) Beeton who's in charge of the Program and Requirements Branch. There's no mechanical substitute for fellows like Loring Craymer, Ed Hanlon, and Bas Lockett who direct the basic, system surveillance and jet operations inspection programs. Technology will have to look far and wide to find a better instrument than soft-spoken, hard-driving Earl Blanchard who leads the flight inspection personnel at the National Field Headquarters Office in Oklahoma City.

There's not a piece of electronics that has the personal devotion and enthusiasm for the job as the Region's FIDO's and FIG's (Flight Inspection District Offices and Flight Inspection Groups) all over the world.

These few people are just a fraction of the Flight Inspection program, but their talented and imaginative leadership is reflected in *all* the participants in the Flight Inspection and Procedures Division. They are typical of the dedicated men who see navigational aids from a special point of view—as delicate, temperamental instruments of immeasurable and fateful significance.

TYMCZYSZYN IS 1st TEST PILOT AWARD WINNER

Tymczyszyn's 8,900 hours; 3000 as test pilot.

Joseph J. Tymczyszyn, Chief of the Federal Aviation Agency's West Coast Supersonic Transport Office and noted test pilot, is the Nation's first recipient of the Burrough's International Test Pilot Award, recently established by United Aircraft Corporation, East Hartford, Conn.

The major aviation award, given to Tymczyszyn (pronounced TIM-SIS-N) by Administrator Halaby on November 20, at annual dinner of the Wings Club in New York City, recognizes test pilots for significant contributions to the safety and efficiency of flight testing. Winners are selected by a panel of the Flight Safety Foundation.

"Tym," as he is known by his friends in the FAA and the aerospace industry, heads the Western Region's supersonic transport development activity. He is president of the National Society of Experimental Test Pilots and former recipient of both the Octave Chanute Award (given for "notable contributions made by a pilot to the aeronautical sciences") and the Ivan C. Kincheloe Award for Outstanding Pilot Achievement.

"Tym" has been a test pilot for the FAA/CAA for more than 15 years. Born August 12, 1918 in Wilkes Barre, Pa., he was graduated from the University of Washington with a degree in Aeronautical Engineering. He joined the CAA in 1948 and has served as test pilot for more than 40 projects—among them, all or major portions of the jet transports beginning with the Boeing 707-120.

Tymczyszyn holds an airline transport rating and commercial, instrument, instructor, and seaplane ratings. He has logged over 8900 pilot hours, more than 3000 of which are test flight hours.

The Richard H. Burroughs Award is sponsored by the United Aircraft Corporation. It is named for a test pilot killed July 3, 1946, when his experimental plane crashed in an unpopulated harbor section of New Haven, Conn. Burroughs, then a father of only three days, elected to stay with his XF4U-5 Corsair rather than bail out and take the chance of the aircraft plunging into an inhabited area. He was the only casualty in the crash.

LIBRARY GAINS MEDICAL VOLUMES

Federal Air Surgeon, Dr. M. Samuel White, Maj. Gen., USAF, MC, (r), presents his large personal collection of medical journals to the FAA Medical Library. Accepting the volumes is Wilmer H. Baatz, Chief, Library Services Division and Mrs. Claire Tedesco (l) Librarian, Medical Library Branch. The new addition brings the total of publications in the FAA Library to nearly 100,000.

Top Scholar and Administrator Policy Development Director

M. Cecil Mackey, New Director of Policy Development.

M. Cecil Mackey is a man of many hats—lawyer, economist, college professor, private pilot, and military officer. As the new Director of the Office of Policy Development, he brings to his post an exceptional blend of talent and administrative skill.

A brilliant scholar, Mackey has already reflected his adeptness at handling governmental business. Before coming to the Agency at the beginning of November, Mackey was Assistant Counsel for the U.S. Senate Anti-Trust Subcommittee. As Frank E. Loy's successor, the new Director will continue the OPD's work in formulating basic long-range FAA objectives and fundamental policies and in developing cost-benefit and economic studies for Agency use. Loy will stay with the Agency for a short time as a consultant to Mr. Halaby.

An economics major, Mackey received his BA and MA degrees from the University of Alabama in his native state. He got his PhD from the University of Illinois in 1955, then turned his attention to law. The U. of Alabama conferred an LLB degree on him in 1958. The following year, the Ford Foundation took advantage of his versatility by making him a Teaching Fellow at the Harvard Law School. Mackey then became an assistant professor—first at the University of Illinois in economics, later at the University of Alabama in law. In 1962, he left Academia and went to Washington. His military service includes one year with the Navy and one year with the Air Force. He is now a captain in the Air Force Reserve. Mackey is married and has 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. What happens to my group life and health insurance if I am placed on leave-without-pay?

A. Your group life and health insurance coverages continue without salary withholdings for up to 365 days of continuous non-pay status. If the period of leave-without-pay extends over 365 days, your group life and health insurance coverages will continue temporarily for 31 additional days so that you may convert, without medical examination, to a non-group policy.

Note: If you have been placed on leave-without-pay due to a compensable injury or illness and your health insurance enrollment has been transferred to the Bureau of Employee's Compensation, the Bureau will deduct health benefits withholdings from your compensation payments.

Q. I know of a position in the Air Force which is just like my position but is two grades higher. If the same Civil Service Standards are used to classify positions in the Federal government, why the difference in grades?

A. The two positions may appear to be similar. However, an analysis of the actual facts might reveal that there are significant differences affecting the classification of the positions. For example, there may be differences in supervisory controls over the positions, complexity of the organization serviced, authority to make commitments or decisions, etc. It is also possible that one position may include special responsibilities which are unrelated to the rest of the work being performed, and which evaluate to the higher grade level. If the grade is different, you can be sure the assignment is different. Of course, there is always the posibility of an error, but 99% of all differences are based upon duty differences.

Q. Will all Position Vacancies be announced under the New Merit Promotion Plan?

A. No. A vacant position may be filled in several different ways. The selecting official decides upon a procedure to be used according to his judgment as to which way will produce the best qualified candidate. He may decide to fill the vacant position by reassignment or by any other means which are permitted as exceptions to the promotion plan.

If the selecting official decides to fill the vacancy under the provisions of the Merit Promotion Plan, he may utilize one of the alternative methods which the new plan provides.

He may request that the vacancy be announced. In this case, it will be announced throughout the minimum area of consideration unless an extension of this area is requested. Instead of requesting that the vacancy be announced, he may make the selection by considering all eligible employees for the vacancy within the area of consideration. In either case, whether the vacancy is announced or not, a promotion list is prepared in accordance with procedures outlined in Handbook PT P 3330.1A dated June 28, 1963.

MAGGIO SEES 'LOOSE TALK' AS SECURITY THREAT

Recent international events indicate a strong need for tighter security measures. EA's Compliance and Security Officer Salvatore Maggio in a timely article emphasizes the need for tightening FAA's security reins.

Would you knowingly give valuable American defense information to an enemy agent? Of course not! Not only would you be selling out your country, but you would be endangering your own life and the lives of your family and friends as well.

Yet, some Americans are giving our military secrets to the potential enemy. They aren't doing this on purpose. They just talk too much in the wrong places and at the wrong time. What they say is overheard and remembered by trained enemy agents and enemy sympathizers. Despite all of the warnings given, loose talk by military and civilian personnel continues to be one of the enemy's chief sources of information concerning our country's defense activities. The relatively unimportant matters which many of our people feel are overclassified become extremely important to enemy agents when viewed in the light of other information they have gathered. Many times the seemingly "unimportant" comments made in the course of friendly conversations can be just as destructive to our nation as a well-aimed bomb.

It is just as important to keep your mouth shut during peacetime as during war.

Conceit and boasting are two principal causes of security violations. Conceit is relatively harmless by itself but it leads to boasting, and boasting isn't always harmless. A man boasts because he wants to impress others. He wants to show them he is "in the know," he's "on the inside." To prove his importance, the boaster may blurt out classified information. Unfortunately, boasting is contagious too. If a man brags to impress his girl friends she may boast to her friends about how important her boy friend is. Thus she may pass on classified information which he has carelessly revealed to her. Such chain reaction boasting may eventually reach an enemy agent or sympathizer.

Don't add to newspaper or radio accounts despite the fact that you may be anxious to reveal that you know the whole story. By adding to such accounts, you will be revealing details which the government feels require safeguarding.

The skilled agent will attempt to get information by various tactics. He might try by belittling the importance of an individual's work or pretending not to believe what he is told and if neither of these plans work, he may change his tactics by praising the individual. Remember: keep your mouth shut, don't fall for any tricks, and develop the habit of saying, "I don't know."

ADMINISTRATOR PRESENTS MAJOR AVIATION AWARD

During the annual Wings Club dinner in New York, FAA Administrator Najeeb E. Halaby presented Joseph J. Tymczyszyn (right), FAA head of SST activities in the Western Region with the first annual Richard Hansford Burroughs Trophy. The Trophy recognizes test pilots' contributions to the safety and efficiency of flight testing, and is sponsored by the United Aircraft Corporation.

CINCINNATI TOWER CHIEF RECEIVES CIVIC AWARD

C. Woodrow McKay, Cincinnati Tower Chief poses with 1963 United Appeal campaign Chairman at Greater Cincinnati Airport following presentation of official UA award. Cincinnati Tower had 100% participation in the campaign for four out of the last five years. Chairman McKay reported that all CVG Government agencies made 100% this year including the Tower, FSS, Maintenance, and the Weather Bureau. Receiving awards are Mrs. George R. Pierce, Secretary Kenton County Airport Board and McKay. F. Edward Odtendorf, Chairman Industrial Division northern Kentucky section (center) made the award.

AWARDED QUALITY PERFORMANCE CERTIFICATE. Louis V. Imundo, Facility Planning & Proficiency (in center) gets Quality Performance Certificate from W. T. Deason (l.). Prop is birthday "cake" made at New York ARTCC for FAA's Fifth Anniversary. James Boyle, Center Chief, and also a recipient of Certificate and cash award, looks on.

SALUTES FOR MILLVILLE FSS VETERANS. Length of Service Awards were presented to 7 Flight Service Specialists at the Millville facility. Top row (l. to r.) C. J. Wychakinas, who made presentations, David Rostien, and W. J. Van Nuys (10 years); Bottom row (l. to r.) John Rossi (20 years), B. F. Ganga, and Martha Wilder (15 years), Peter Peterson (35 years). H. Zwicker, not shown, a 25-year award.

ON THE RECEIVING END. Leo G. Marshall (left) Facility Chief, Philadelphia International Tower, receives twenty-year Length of Service Award from Assistant Facility Chief, M. M. Oates. Oates represented Mark Hammond, Chief, N. Y. Area Office.

W. T. Deason with ARTCC group after presenting Special Act Awards. Awardees get certificates and cash. Above, l. to. r.: L. Russo, M. Powell, M. Rumstein, H. Sovelove, D. Ambrose, D. Guempel, J. Fostern, Deason, M. McFadder, A. Devine, J. J. Boyle.

Herman Retires from Government After Thirty Years of Service

Herman (l) receives Scroll from Sid Poe, Boston Area Supervisor. C. Knyock, Boston Center Chief, Watches.

On October 31, 1963, ATCS Arthur G. Herman retired from the Boston Center after more than 30 years of government service. He was honored by more than 100 of his fellow employees at a testimonial dinner on October 29, 1963.

Herman entered the CAA/FAA in 1938 at the Pittsburgh Center and was one of the originals assigned to Boston when the Center opened in December of 1941.

He received an FAA plaque signed by Administrator Halaby and a plaque from the Air Traffic Control Association.

Art will be heading for Florida in December to enjoy the sunshine and fishing.

TOWER PERSONNEL GET SSP's

Eleven employees of the Federal Aviation Agency Air Traffic Control tower at Port Columbus recently received cash awards in recognition of sustained superior performances. Jack Scully, Eastern Region Terminal Section Chief, and C. L. Vermillion, Columbus Tower Chief, are shown (left) making presentations to Mrs. Joseph M. Pease, Charles H. Meng, Donald W. Rawlings, Jack L. Faulstich, Ronald H. Rooker and Emanuel L. Lackner. Awards winners not shown are Emory Fleener, Lowell J. Mick, Donald E. Herold, Jack Reed and Neil A. Davis.

TWENTY-ONE EMPLOYEES ARE FETED FOR SERVICE

Leo G. Marshall, Facility Chief, and M. M. Oates, Assistant Facility Chief, Philadelphia International Tower present Length of Service Awards to 21 of the assigned employees with an aggregate total of 315 years.

M. M. Oates, Assistant Facility Chief (right) presents 25 year Service Pin to Orville H. Jones, Controller, at Philadelphia International Tower recently.

15-Year Awards—Richard Madill (left) and Adolph J. Ciccotosto receive their 15-year Service Awards from the Assistant Facility Chief M. M. Oates.

20-Year Service Awards recently went to: left to right, Ray R. Goodwin, Watch Supervisor; Clinton S. Spencer, Training Officer; Frank E. Kielar, Watch Supervisor; Frank J. McNichol, Coordinator; Leo G. Marshall; John A. Kitchen, Watch Supervisor; Donald Barr, Professional Controller; and Edward C. O'Donnell, Watch Supervisor.

10 year awards are received by: left to right, John Cuff, Controller; Walter Egner, Controller; William Reppert, Controller; Frank Johns, Controller; Maynard Statler, Controller; Francis Santora, Coordinator; Walter E. Triemann, Controller; Leo G. Marshall; Richard Wagner, Controller, and Victor Silving, Controller.

Five Zanesville Employees Have Chalked Up Record of 110 Years

Five members of the Zanesville FSS, with a combined record of 110 years of service receive Length of Service Award Pins from John Betts of the Cleveland Area Office. Left to right: Betts, William Johnstone, Chief of Zanesville—35 years, Earl Cassner—30 years, Quentin Houston—20 years, William Thome—15 years and Fred Warnock—10 years.

SERVICE MEDALS FOR TWO IN AT

Air Traffic Division salutes two long-service men. C. J. Wychakinas, ACTS, N. Y. Air Traffic Area Office (above, r.), presents 30-year pin to James Mason, Philadelphia FSS. Mr. Peter Peterson (below, r.), receives 35-year pin at Millville FSS.

New Hampshire Governor John King signs 5th Anniversary Proclamation (LTR): Roger J. Crowley, Director of N.H. Aeronautics, John S. Satterfield, Chief Concord FSS, Clarence Kynock, Boston ARTCC and Gov. King.

EA Goes "All Out" for FAA's

FIFTH ANNIVERSARY

Young Leonard Bellezza glances at "cake" made by father, Mike Bellezza (Visual Presentation Section) for the New York ARTCC.

Vermont Governor Philip G. Hoff signs "Aviation Week" Proclamation. LTR: Seated, Oliver H. Snyder, Chief Montpelier FSS. Hon. Philip G. Hoff, and Edward F. Knapp, Commissioners, Vt. Aeronautics Board. Standing: C. P. Anderson, Chief SMS-445, Montpelier, C. Ward, Burlington Tower, G. A. Spires, Chief Burlington.

Reports from field offices and facilities still pouring into the Public Affairs Office, affirm that the Agency's 5th birthday was probably one of the most feted in the U. S. Eastern Region's facility and office chiefs and field personnel played host to literally hundreds of thousands of interested visitors, and arranged for innumerable radio and TV interviews. Newspaper articles describing the Agency, its functions and personnel appeared in newspapers throughout the region, and many an FAA "expert" took gavel in hand to introduce FAA to Chambers of Commerce, civic groups and public gatherings. Under the urging of FAA field personnel, governors, mayors, counties and towns proclaimed "FAA Day" and "FAA Week."

In all, the enthusiastic response of regional personnel in telling the FAA's story to the public resulted in the Agency making more friends than ever before in its history.

While it's impossible to recount all of the activities carried on during the Agency's "Fifth," report packages received at this time show that: Syracuse Tower played host to N.Y.S. Teacher's Association, held Open House; New Bedford Tower hosted several hundred visitors during a 2-day Open House, went on local radio, TV; Millville, FSS held Open House; Atlantic City Tower recorded radio interviews, held cake cutting ceremoney with four FAA services represented; Teterboro facilities held Open House activities; Dayton sponsored a fly-in, conducted guided tours, set up aviation displays, hosted more than 6,000 people; Binghamton accommodated state and local officials, overflow crowds; Pittsburgh facilities had Open House; Worcester held Open House at CS/T and SMS 484; Woodrum and Richmond Towers held guided tours; Cleveland Tower, FSS, GADO, held guided tours, received widespread radio, press, and TV coverage.

Baltimore facilities arranged static displays a "Miss FAA" and birthday cake; Paducah FSS launched radio, TV publicity; Lynchburg Tower arranged air show, Open House, widespread radio and TV coverage; Altoona and Salisbury FSS held Open House; Elmira FSS, Tower, and SMS personnel saluted by local radio, and TV.

Tri-State airport saw Open House activities, aircraft displays; Rochester CS/T set up exhibits, conducted tours, showed FAA films; Boston Center held Open House, erected four displays, arranged fly-overs; Glens Falls FSS arranged widespread radio/TV spots, held Open House; Concord FSS arranged local radio interviews, feature articles, held Open House; Poughkeepsie FSS held Open House; Albany Tower arranged TV interviews; Allentown facilities held pilot meetings, Open House, and feted teacher-industrial groups; Martinsburg FSS held Open House, saw heavy radio/TV publicity; London FSS held Open House; Washington Center held Open House for students, general public; Quonset RATCC and Providence CS/T held tours, briefed radio and TV directors; Reading Tower held Open House; Huntington FSS arranged Open House activities; Roanoke facilities saw Open House activities, radio/TV coverage; Danville FSS hosted 600 visitors; Houlton FSS held week-long Open House; Wilkes Barre facilities received widespread radio coverage, held tours of FSS and tower; Columbus facilities arranged for press, radio and TV orientation flights, "congratulatory" radio messages; Portland received widespread newspaper, radio coverage, arranged fly-overs; Toledo CS/T arranged Open House; Blackstone FSS arranged Open House; Philadelphia hosted more than 3,000 visitors at FSS and Tower, received radio, press, TV support; Cincinnati facilities had Open House, prepared special tape recordings for interested public; Massena FSS hosted local school children; Old Town FSS held 10-day Open House; Charlottesville FSS held Open House, planned exhibits; Albany GADO held press conferences, received TV coverage; Burlington facilities hosted more than 1,000 during Open House activities; Bowling Green FSS—radio coverage, Open House, TV presentations; Louisville Tower—local TV presentations and interviews; Portland Field Engineering group 493—a military fly-over, large scale newspaper coverage; Dulles International—Open House, tours; Finlay—Open House, radio coverage; Friendship International—aircraft displays; Montpelier FSS—Open House, radio coverage, local speeches; Newport News Tower and FSS—Open House; DuBois FSS, SMS—Open House, local newspaper articles; Charleston Tower, SMS—Open House, local radio coverage.

The above activities are not a total reflection of EA's 5th Anniversary observances, but they do "highlight" some of the early reports received at Regional Headquarters.

Regional Director Oscar Bakke applauds the unbounded enthusiasm of all Eastern Region personnel who helped make FAA's 5th Anniversary a success.

Visitors see Tower at Allegheny County Airport during Open House.

Above: More than 500 citizens visited the Greater Pittsburgh Tower.
Below: CAP conducts retreat ceremonies at N.Y. ARTCC Open House.

Standiford Tower personnel plan FAA's Louisville Fifth Anniversary. LTR: Bill Blythe, M. Regan, Assistant Chief Controller and R. Egbert Chief Controller were kept busy.

West Virginia Governor Barron signs 5th Anniversary Proclamation (LTR): A. T. Torgersen, Chief, SMS 217, A. C. Rohrig, Charleston ATCT, Governor Barron, C. Wilson, Airport Manager and M. E. Bittinger, Charleston FSS.

Fifth Anniversary cake cutting at Atlantic City Tower (LTR): William F. Harrison, Philip A. Palmer, John Ludlam, Jr., Sam D. Calaby, John Weber.

Baltimore Tower Chief F. A. Kane cuts 5th Anniversary cake.

SMD CHIEFS ARE GUEST SPEAKERS AT AES MEET

On November 2, 1963, the Fall Regional Conference of the Eastern Region Airways Engineering Society was held at the Clifton Air Hotel, Buffalo, N. Y., sponsored by the Greater Buffalo AES Chapter. The purpose of this conference was to inform AES members of recent Society activities and to discuss Systems Maintenance programs. At this conference, B. J. Vierling, Director, Systems Maintenance Service, FAA, Washington, D. C., spoke on the Fifth Anniversary of the FAA and the progress that the FAA has made.

L. J. Cardinali, Acting Chief, Systems Maintenance Division, N. Y., Regional Office, spoke on the current happenings in Systems Maintenance of special interest to AES members.

J. Hanlon, Cleveland Systems Maintenance Area Office Chief, spoke about the delegation of authority in the Area Office and the increased responsibility of the Sector Chiefs and their personnel.

Chris Lample, retired FAA, spoke on Professional Engineering Examinations, and encouraged the technicians in the field to increase their education and to keep up-to-date with today's technological changes.

Colonel N. B. Wilson, Executive Director of AES, spoke on the past, present and future of AES.

AES is a non-profit professional Society of FAA Technicians and Engineers established in 1959.

Mr. Anthony J. Scarangella, EMT, Systems Maintenance Sector, Norfolk, Va., is the Eastern Region Director to the Board of Directors, AES.

Golf, Food, Fun, Who Could Ask for Anything More?

On September 25, 1963, a gathering of the Boston Area Clan was held at Westover AFB. Purpose: an open Golf Tournament and Sumptuous meal.

After about five hours of flying clubs, golf balls, and assorted items, the following, based on the Calloway system of handicapping was accomplished. Trophy collectors were: 1st Gross, D. Haywood, Bradley FSS; 2nd Gross, S. Poe, Boston ATAO; 3rd Gross, C. Reich, SACLO; 4th Gross, D. Coty, Lebanon FSS; 1st Net, L. Nangle, Boston Center; 2nd Net, L. Denning, Quonset RATCC; 3rd Net H. Maylo, Bradley Tower; 4th Net, E. Chicoine, Otis RAPCON.

In addition to the above, golf ball awards were made for various reasons, few of which made sense, but contributed to the general good feeling.

In the evening, the gladiators created havoc with a buffet served by the Officers Club Staff. The unanimous opinion being, EXCELLENT! Along with the golf match, A. Zweil of the Boston Center soundly trounced B. Forbes for the tennis championship (a strong resemblance to last year's massacre!).

Another side contest found E. Brennan, Boston Center, emerging as twist champion by a large margin. However, it must be admitted that after a day of golf, and after the fine dinner, very few were able to compete.

Thousands Thrilled by "Aviation Days" Air Show

Overflow crowds attended the "Aviation Days" Air Show staged at the Akron-Canton Airport on October 5 and 6, 1963.

Crowds estimated at between 40,000 and 50,000 on Saturday, October 5 and between 60,000 and 70,000 on Sunday, October 6, jammed the airport and surrounding areas to witness a spectacular performance by the Navy's famed "Blue Angels" jet flying team and the Army's famous "Golden Knights" precision parachute team. Dick Schram "The Flying Professor" of Glenville, Illinois was also a big hit with the crowd as he performed aerobatics in a J3 Cub.

Static displays consisting of Marine helicopters, Navy P2V aircraft, Navy Electra and a USAF Bomarc missile held the crowd's interest between the air show acts.

The FAA Tower at Akron-Canton experienced its biggest air traffic activity day in its history on Sunday, October 6 when 1,746 operations were recorded. On Saturday, October 5, 1,261 operations were recorded.

Akron-Canton Superintendent, Mike Griffin, termed the show a great success in stimulating interest in aviation in the Akron and Canton areas. He and his staff are looking forward to even bigger and better "Aviation Days" in the near future.

Phil Gizzi and his staff of the Akron-Canton Tower have received many praises.

Eastern Has 'Sno-Cat' Purring, Ready to Battle Mountain Snows

Carter Hedgecock, Jr., Chief of the Federal Aviation Agency's Systems Maintenance Office at Lynchburg Municipal Airport, tries out the new snowmobile the FAA will use to get through the drifts on Rocky Mountain, between Apple Orchard Mountain and Montebello on the Blue Ridge Parkway. The FAA has a remote control air-ground station and radar repeater terminal on the mountain. The vehicle will be stationed at the foot of the mountain.

EAST MEETS WEST IN EA HQ'S

Somsanouk Luongsiskham, Deputy Director of Civil Aviation in Laos, Southeast Asia, discusses his New York plans with Frank Femiano. Femiano is a former EA technician, who was visiting friends at headquarters before continuing to Somsanouk's neighbor, South Viet Nam, as electronics specialist.

INDONESIA PILOT IN TRAINING

Soetardjo Sigit poses before EA flight inspection aircraft during two-week period of familiarization training at the Richmond FIDO.

Deputy Administrator Visits Eastern Region

FAA's Deputy Administrator Lt. General Harold W. Grant visited EA late in November in what turned out to be a whirlwind one-day tour of EA's metropolitan area facilities.

Stopping first at Suffolk County Air Force Base, General Grant motored with Regional Director Oscar Bakke, Deputy Director Wayne Hendershot, and selected staff members to the joint-use radar site at Montauk Point.

After inspecting the FPS-35 radar, General Grant returned to Suffolk AFB and flew in the Agency's Queen Air to MacArthur field. Following an impromptu luncheon with New York Telephone Company executives, the General visited the Sayville transmitter site, the Air Inc. facilities at MacArthur and the Telephone Company Switching Center at Bohemia.

The General then visited New York Center, where Center Chief James Boyle and staff offices briefed him on Center operations and the status of the computer system.

The night shift had long since reported for duty when General Grant departed. The following morning in clear weather the General's Queen Air took off for Washington.

The General learns about Montauk's joint use radar.

Telco representatives brief the General at the Sayville Transmitter site.

Bohemia Switching Center activities receive a going over.

N. Y. Center Chief and Regional Director (above) discuss daily activities with General Grant. The General (below) observes controllers in action.

EA MEMBERS DEPOSIT 98 PINTS IN BLOOD BANK

More than 98 pints of blood were donated to the Inter-County Bloodbank by Regional personnel from Headquarters and Kennedy and LaGuardia towers. FAA donors may withdraw as much blood as needed for the period of one year. FAA non-donors may withdraw from the bank but must replenish the amount drawn at some future date.

A vote of thanks to cafeteria manager Bill Witter who donated coffee and donuts following blood donations. Above, Bruno Ponzi, Chief, Property and Services Branch (left) and Walt Kies, Assistant Chief Standards Branch, ATD (right) receive final checks before donating.

'After Action' Report is Made on 'Survival East'

Results of CAP-CD-FAA Exercise "Survival East" were discussed at recent Northeast Region Civil Air Patrol conference in Maine.

Attending meeting (left to right) Oscar Bakke, Director, Eastern Region, FAA, Col. Paul C. Ashworth, USAF-National Commander, CAP, Col. Edwin Lyons, CAP, Commander, Northeast Region CAP, Col. Paul W. Turner, CAP, Chairman, National Board CAP and William Schulte, Assistant Administrator, Office of General Aviation Affairs, FAA, Washington, D. C.

Bakke Tells FAA Point of View in TV Show: 'Community Dialog'

Regional Director Oscar Bakke (left) discusses FAA point of view with WNEW-TV commentator Allen Edwards prior to filming half-hour TV program "Community Dialogue." Subject: the Hempstead town noise ordinance. Locale: Kennedy Tower.

N. H. MEET STRESSES SAFETY

Above, l. to r., R. M. Marazzo, FAA Industrial Hygiene Engineer; E. A. Richardson, EA Occupational Safety Officer; W. Bresnick, SATCS, Chairman; T. J. Creswell, OP&T, Washington, D.C.; Boston Federal Safety Council; C. Kynock, Chief, Boston ARTC.

A meeting of the Boston Federal Safety Council was held at the new Federal Aviation Agency ARTCC building in Nashua, N. H., in late November.

The program was arranged in recognition of the rapid progress made by this organization in the field of aviation safety. William Bresnick, SATCS at Boston Center, Chairman of the Boston Federal Safety Council, arranged the meeting. The meeting resulted in a large turnout of safety representatives from various government agencies in the Boston area and a large number of Air Force personnel from Hanscom AFB, Mass.

The safety meeting started with a welcome by Clarence Kynock, Chief, Boston Center, to both civil and military aviation. The following speakers were then introduced by the Chairman: Thomas J. Creswell, Agency Safety Engineer, OP&T, Washington, who discussed "Basic Concepts of the FAA Safety Program," Rudolph M. Marrazzo, Agency Industrial Hygiene Engineer, AMS, who discussed "The Relationship of FAA Medical Service to the Safety Program," and Edwin A. Richardson.

MOTTA AND STUBBLEFIELD WIN SAFETY AWARDS

Norton G. Stubblefield

John Motta

Two outstanding mechanics have been honored as the first recipients of a major aviation award. They are John Motta of Trans World Airlines and Norton G. ("Stubby") Stubblefield of Morrison-Knudsen Co., Inc.

Motta and Stubblefield are the national winners in the FAA's Aviation Mechanic Safety Awards Program, started this year by Administrator Halaby to give increased recognition to the aviation mechanic. They were chosen by a ten-member committee, headed by Lt. General James H. Doolittle. The selection board had been chosen by the Flight Safety Foundation which administers the national award.

John Motta is a 39-year-old electrical mechanic who repairs and services Boeing and Convair jets at Los Angeles International Airport. He made a major contribution to flight safety when he discovered a potential fire hazard in a Boeing generator bracket design. His recommendation that all three leads be grounded to a single terminal was accepted by TWA, which ordered prompt modification in its entire Boeing fleet. The Boeing Company itself followed TWA's Modification Order with a Service Bulletin to all operators, recommending similar change.

In the General Aviation category, Idaho's Norton G. "Stubby" Stubblefield walked off with the number one award. As aircraft shop superintendent of the Morrison-Knudson Co., Inc., he is in charge of the maintenance of seven twin-engine executive aircraft based at Boise's Gowen Field.

Flight safety received another boost when Stubblefield was faced with an intricate problem. When the suction relief valve for a vacuum flight instrument system in the wheel well of a light transport was malfunctioning, Stubblefield recommended a relocation of the valve and fabricated an entirely new system, adding several unique safety features.

Pioneer Pilot Jack Morris Nostalgic Over Hardware

John P. Morris

Not many people get sentimental over an OX-5 engine, but to FAA's John Morris that piece of machinery is an invaluable relic.

Thirty-six years ago on April 27, 1927, that little OX-5 engine powered a wood-and-linen covered biplane on its trip from Pittsburgh to Cleveland—the first government contract air mail flight in the United States. Now Chief of Aircraft Programs Branch of Flight Standards, Jack Morris was one of the four pioneer pilots who carried those 90 pounds of mail. It is interesting to note that one of the other three pilots was Dewey Noyes, the late husband of Mrs. Blanche Noyes, Installation and Material recipient of the 1963 Award presented to six Outstanding Federal Women.

The only living member of the original quartet which opened the nation's air mail service, Morris notes that in those days, engine failure occurred once every 200 hours and an average of one out of every 29 flights ended fatally for the pilot. Morris, Noyes, and the two other pilots (Merle Molstrup and Kenneth Lovejoy) flew their fragile craft by the "seat of their pants."

No one can blame Jack Morris for thinking nostalgically of that little bit of hardware now exhibited in the rotunda of the Greater Pittsburgh Airport. It is as important to the archives of mail service as Bill Cody's saddle and the buggy of Rural Free Delivery.

There's Room at the Top and Jack G. Webb Fits in Perfectly

Jack G. Webb

A twenty-one year Agency veteran with a distinguished record of FAA service has became David D. Thomas' right-hand man. Jack G. Webb has moved over from Flight Standards to become Special Assistant to the Associate Administrator for Programs.

Webb will assist Thomas in planning and coordinating the programs of Air Traffic Service, Flight Standards, Airports Service, and Systems Maintenance. He will represent his boss in a wide variety of negotiations and conferences with aviation and government groups.

Webb first joined the FAA in 1942 as Flight Supervisor in Los Angeles. In 1956 he became Chief of Flight Inspection Training at the Aeronautical Center. He transferred to Headquarters in 1959 as Chief of the Intermediate Altitude Inspection and Procedures Branch of FS. His most recent position was Assistant Chief of the Flight Inspection and Procedures Division.

He is a licensed pilot and has logged over 12,000 hours of flying.

GOODBYE TO A CHAMP

When Mrs. Audrey Mills retired last October, 500 young ladies she recruited for FAA gave her a big farewell.

JOINT USE TRAFFIC CONTROL CENTER COMMISSIONED

Controlling traffic at NOTIP Center. Melvin H. Orr (standing); Roy L. Olson, (left) and Durwood J. Friman.

The Northern Tier Integration Project, the first joint-use civil and military air traffic control center, was commissioned on December 1st at the Great Falls SAGE Direction Center, Malmstrom AFB. Officially designated "Great Falls Air Route Traffic Control Center (NOTIP)" it provides wide coverage to the state of Montana and the eastern half of North Dakota.

Concurrent with the activation of NOTIP the FAA Center at Great Falls bowed out of existence. Its personnel and functions were transferred to the SAGE Center where FAA shares both building and facilities with the Air Defense Command.

A battery of long-range radars (SAGE consoles configured for FAA use) service an area of some 135,000 square miles, 610 miles west to east and 220 miles north to south of Great Falls. Their 19 cathode ray tubes are the "bright display" type, readable in normal room light. They are unique in that for the first time in air traffic control history a composite picture is presented from multiple radar coverage. Computers combine the radar data from various sources into an alpha-numeric display of 12 separate items of information, which the controller may select and use as needed. This expanded coverage will speed FAA's plans to provide area positive control above 24,000 feet in the NOTIP area.

The system automatically tracks the aircraft; handles flight plans; decodes the radar beacon for aircraft identification; gives altitude, both assigned and reported; displays the sector boundaries, landmarks —mountains, rivers, buildings—air defense identification zones, climb corridors, flight test areas, airways, aircraft trails; identifies FAA and SAGE tracks, and eliminates clutter from the face of the scope. When handoffs are in order, the controller on the receiving end sees four solid blocks of light and the word "hand" in front of him; after he has accepted the aircraft the squares turn into circles and the word "over" appears.

Notwithstanding integration the military component remains a part of the SAGE (semi-automatic ground environment) system of air defense and warning, and the FAA component carries on with en route air traffic control as in any conventional Center.

Special training programs were conducted in advance of the move. FAA supervisory air traffic control personnel spent several weeks learning the intricacies of SAGE equipment and procedures at Keesler AFB in Mississippi, and in turn indoctrinated the sector controllers who work in the NOTIP Center. FAA systems maintenance technicians were also trained at Keesler.

Air traffic control and air defense operations have certain characteristics in common and joint-use by FAA and ADC or long range radars for air defense, air traffic control and high altitude civil jet advisory service has been under way for a number of years. It has proved both efficient and economical, saving the government millions of dollars by avoiding duplication of facilities and equipment, as well as overlapping functions.

Chief of the NOTIP Center is Charles S. Irwin, previously ATC supervisor in the Indianapolis area.

Yaya Couldn't Find a Cowboy But Still He Shows a Zest for West

It was quite a surprise to Yaya that cowboys and Indians don't shoot it out in the streets of Chicago.

In his native land of Guinea in Africa, Mohammed Yaya Diallo had heard that there were cowboys in Chicago. Yaya has been in this country for nearly two years learning how to be an air traffic controller. Brought to this country by the U. S. State Department under its Agency for International Development, Yaya has been under FAA supervision since he arrived.

After completing ATC courses at the Aeronautical Center, he took some on-the-job training in the Fresno, California, Air Terminal control tower. Later this month he will move north to Portland, Oregon, for additional training.

Ever since he was a child, 20-year-old Yaya has been fascinated by airplanes. He jumped at the chance to come to the United States for his aviation training and left his family (his father is Mayor of Lab) for the technical assistance program.

Yaya knew some English before he left Guinea, since he had to pass a language test as part of his qualification requirement. However, he improved this fluency by attending English classes at three different American colleges: St. Michaels College in Vermont; Georgetown University in Washington, D. C.; and Michigan State University.

During an orientation program in Washington, he attended lectures that gave him new perspectives of the United States—its physical and economic growth, social changes in its history, its system of government and the role of political parties, American health, education, and welfare institutions, foreign policy, and civil liberties and race relations.

When Yaya returns to Guinea in a few months he will work in the control tower at the airport of Guinea's capital, Conakry as head of ATC and training.

In his Guinean dress, Yaya practices skills of ATC.

FORMER CIVIL AVIATION MEDICINE CHIEF DIES

William Robert Stovall, M.D., former Civil Aviation Medicine Chief, died Wednesday, September 18, 1963, at the age of 58.

An eminent specialist in aviation and internal medicine, Dr. Stovall had been ill for some time, but had continued his private practice until a few days before his death. Dr. Stovall was the 22nd president of the Aerospace Medical Association, and served in this capacity during the critical period after World War II.

Dr. Stovall will long be remembered for his great contributions to civil aviation medicine and safety in aeronautics as Chief of the Medical Division of the Civil Aeronautics Administration, a position he held for twenty years, from 1938 to 1958.

The two decades of Dr. Stovall's service saw a continuation of strenuous efforts by the Medical Director of CAA to establish professional, acceptable and practical regulations for physical standards for medical certification of all classes of airmen, and the adoption of a system which used only the medical examiners designated by the CAA.

The structure of the present Office of Aviation Medicine, Federal Aviation Agency, contains many of the components, functions, and responsibilities which he had sponsored and included in the blueprints for a complete Civil Aviation Medicine service. These included a Civil Air Surgeon, responsible and reporting directly to the Administrator, a headquarters medical office, adequately staffed and supported by divisions of aeromedical standards, certification, and research. His plans also proposed a training program for aviation medical examiners, a civil aeromedical research facility, and expanded staffing and functions in the office of the regional flight surgeons.

Shortly after Dr. Stovall came to Washington, the Civil Aeronautics Act of 1938 created the Civil Aeronautics Authority, and Dr. Stovall became the CAA Medical Chief, a position similar to that of the former Civil Air Surgeon, and the newly termed Federal Air Surgeon of the FAA.

During the resultant administrative changes from the Civil Aeronautics Authority to the Civil Aeronautics Administration, the regulations of physical standards underwent numerous changes. In his book, "Doctors in the Sky," Dr. Benford writes "With the judgment of Solomon in modern aeronautics, Dr. Stovall guided his medical policies in a middle-of-the-road manner. As the elder statesman among CAA medical chiefs, in point of continuous service, Dr. Stovall won the wide and enthusiastic respect of the entire membership of the Aerospace Medical Association."

Dr. Stovall received his undergraduate medical education at Baylor University in his native city of Waco, Texas. He received his medical degree in 1933. Following an internship at Dallas Methodist Hospital, he entered military service as a First Lieutenant in the Medical Corps Reserve of the Army as a physician for the Civilian Conservation Corps in Colorado and Texas. Long interested in aviation medicine, he attended the school of aviation medicine at Randolph Field in the fall of 1937, and was graduated as a flight surgeon the following March. Later that year he accepted an appointment as Assistant Chief of the Medical Section of the Bureau of Air Commerce, with Dr. Eldridge Adams as Chief. Dr. Stovall was certified in aviation medicine by the American Board of Preventive Medicine, and was a charter member of the American Academy of General Practice. He was a Fellow of the American Aerospace Medical Association and of the American College of Cardiology, and an honorary member of the Civil Aviation Medical Association, and the Flying Physicians Association.

Flying Physicians Name Dr. Dan Urschel President

At the eighth annual meeting of the Flying Physicians Association, Aurora, Illinois, August 1963, Dr. Dan L. Urschel, Mentone, Ind., specialist in Cardiovascular Diseases, was named president of the FPA for 1963-64.

Doctor Urschel is a private pilot with a instrument rating and with more than 1600 hours of total flying experience. He received his pre-medical training at Adrian College, Adrian, Mich., and his Doctor of Medicine Degree from the University of Chicago School of Medicine and is certified in the sub-speciality, Cardiovascular Diseases, by the same Board. A member of numerous medical and scientific societies, he is a Fellow in the American College of Physicians, the American College of Cardiology, the American College of Chest Physicians and the Council on Clinical Cardiology of the American Heart Association.

Office of Medical Service Now "Office of Aviation Medicine"

With the reorganization of the Federal Aviation Agency, the former Aviation Medical Service received a new title, "Office of Aviation Medicine."

No changes in functions, responsibilities, or relationships have been made under the new organization status within the Federal Aviation Agency. As in the previous redesignation of the Bureau of Aviation Medicine to Aviation Medical Service in July 1961, this change is basically the renaming of the service to more clearly establish the relationships, functions and responsibilities of the Federal Air Surgeon and the Office of Aviation Medicine within the total Agency structure. (See chart below.)

Under this new organization, there is only one Deputy Administrator and three Associate Administrators, one each for Administration, Programs, and Development respectively.

Careful study of this chart will show that the Office of Aviation Medicine retains the same functional relationships with the Administrator which have existed since the creation of the Medical Service and the Office of the Civil Air Surgeon after passage of the Federal Aviation Act of 1958.

The Federal Air Surgeon, as head of the Office of Aviation Medicine, will report directly to the Administrator through the Deputy Administrator in the same manner as previously authorized for the Civil Air Surgeon. His position has been well established. The newly designated title, "Office of Aviation Medicine," brings it into conformity with other activities within the Federal Aviation Agency, such as the Office of Policy Development, Office of Information Services, Office of General Aviation Affairs, and the Office of International Affairs, which was formerly the International Aviation Service.

One other major change has occurred within the new Office of Aviation Medicine; that is the movement of the Aeromedical Standards Division back to the FAA Washington headquarters. The Standards Division moved to Oklahoma City in 1961, along with the Aeromedical Certification Division and the Aeromedical Research Division.

The latter two divisions will retain all present functions and responsibilities. The Aeromedical Research Division, with Dr. Stanley R. Mohler as Division Chief, includes (1) the Civil Aeromedical Research Institute (CARI), and (2) the Georgetown Clinical Research Institute.

Above: FAA's electronics technicians work on ground navigation aids. Left: part of their winter equipment, a four-wheel drive Jeep fitted with snow blade and cable winch.

MY CREW OF FOUR

by Carter B. Forbes

SMS-107, Las Vegas, N.M.

Technician working on rack holding transmitting and receiving equipment for 272.2 megacycles, a task requiring the highest skill.

I did not choose or select my crew of four, and I strongly suspect they did not choose me. What they did choose, was to be Electronic Technicians for the Federal Aviation Agency. These and many other FAA technicians with the same training and skills operate, repair, adjust, calibrate, and guarantee the correct operation of some of the world's finest, most intricate, aviation ground navigational equipment. They, and others like them across the country, stake their jobs, honor, and liberty on their ability. If you fly, then sooner or later you may stake your life on their ability.

Praise, reward, and honor is not for them, for like the guards of a football team, they seldom make touchdowns or headlines. The men who cleared your flight, the men who delivered instructions along the way, and your pilot, all used their machines. Without these men and their machines your well-trained pilot would bring you safely into some port, but his problem would be similar to that of a bus driver whose highways suddenly did not exist.

These four men you will not recognize, for they wear no uniform. Freshly pressed suits and white shirts do not go with or impress the machines they operate. These four range in height from short to tall. Their pre-job education varies from high school to a degree in an unrelated subject. The childhood language of two of them is Spanish. Occasionally I have trouble with their technical explanations in English, but the machines understand them perfectly. They are single and married, blond and brunette. The one common denominator is that they are by birth, choice, effort and intestinal fortitude, Electronics Technicians. The motto of the Postal Department would fit them perfectly. They work their regular hours, then work on their own time. There are many meals they miss and many nights with broken sleep.

Some night in some plane you may have passed over that part of the world that is our Sector. That you were on course, on schedule, and being served coffee may have been because one of these four men was at work. Already weary from a full day of work, he is now many miles from home on a trouble call, out there in the best or worst of weather, alone somewhere down there below you making billions of electrons do what they are supposed to do. Maybe that night above the beat of the snow and gusts of the wind, he heard your plane go over and looked up and wished you *bon voyage*. Your hostess served you another cup of coffee and you thanked her.

Very few people have even seen their machines, for they are in vague places on earth, but in special places under the sky. They may be in a windowless room, on a mountain top, or they may share the ranch with the range-cows. Rarely are over a few hundred of any of these custom built machines made, and the next model may be different enough to constitute a new vocation. Though these machines contain the finest of engineering skill, and the most elaborate tests have been made to insure that they will do the job, no one can predict or prepare for the many ways they may refuse to operate correctly. Tonight one of these four men may encounter, find, and correct a difficulty that he may never encounter again in a lifetime.

These men are detectives, for often they must find the electronic needle in an electronic haystack. Work that people visualize as being done in a warm room and at a well-equipped work bench and only after a good night's sleep is done by these men at any time, any place, and under whatever conditions they find—usually it is done alone. I have seen them work all day without food or water. I have seen them fight breakdowns through days and nights without sleep, or rest, until I had to send them home to sleep for fear they would fall into the equipment and electrocute themselves.

This is my crew of four. They could hardly be better or worse than other crews across the nation. I would hesitate to send them out to turn the world over, for fear that in less than two hours I would find myself sitting on the ceiling holding up the light fixture. Do you wonder that I respect and honor them?

Your Last Will And Testament

Jack Benny insists, "If I can't take it with me, then I'm not going to go." Nevertheless, it is doubtful that he—or anyone else—will pass through the Pearly Gates leading a caravan of Brinks Armored Trucks, moving vans, and U-Haul Its.

Even though you can't take it with you, you've got an alternative that is second best. By drawing a Will now, you can make sure that after your death, your property will be disposed of as you wish.

A Will is a legal document guaranteeing that you and only you determine Who gets What after your death. You cannot take it for granted that everything you own will go to your spouse or children automatically. Where there's a Will there's a way—to spare your heirs a grim financial post-mortem after your death.

Consider what might happen if you die "intestate." (That's legal jargon for "without a Will.") Since the disposal of property after death is subject to State laws, your estate must be distributed according to the statutes which vary among States. Generally, where there is no Will, a typical statute would provide as follows:

The surviving spouse gets ⅓ of the estate, and the children get the remaining ⅔. If no children are left, the surviving spouse may get the entire estate in some States. In others, he or she may get only a half of a third or even less, while the deceased's parents, brothers, sisters and cousins come in for their share. When only children are left, the property is divided equally. When there are no heirs, what is left goes to the State.

Merely writing a Will, however, is not enough. It must be written clearly and specifically. For this reason, you should protect your family by asking a lawyer to draw your Will. In almost all cases, he will charge you only a modest fee—a small price that will later pay for itself over and over. The lawyer would hope that you would name him to handle your estate.

Before you discuss your Will with a lawyer, you should determine precisely what you own, how you own it (jointly or in your name only), and to whom you wish to leave it. Make a check list to help you value the accumulations of your lifetime—your home, business property, stocks and bonds, savings accounts, bank balances, automobile, life insurance, household furnishings, etc.

When you meet with your lawyer, name a specific executor —the person or organization of your choice, to manage your estate. (Female is executrix). You sometimes can relieve him of posting bond and grant him powers broad enough to carry out your wishes without having to go to the Courts for permission to act each time. If minors are involved, it is advisable to name all children in your Will and to name a Guardian (generally your spouse) and an alternate guardian for them—in the event that you and your spouse are killed in a common disaster.

Any sane person except minors can make a Will, provided his State's requirements are met. Your lawyer is familiar with these statutes. The Will must be dated and signed. It must be written and usually must bear the signatures of two or more witnesses. Very few States accept a Will written by hand (a holographic Will) that is not witnessed.

If you want to change your Will later, there's nothing to stop you. You can make as many Wills as you want, each one entirely different from the one before. It's the last one—and only the last one—that counts. But every change, whether it be an amendment (called a codicil) or by making a new Will, must follow the same routine of signing, dating, and witnessing.

You cannot change a Will by writing in something new or crossing out something, even if you initial or sign in the margin. Your changes will not be effective, and might result in your voiding the whole Will.

When your Will has been signed and witnessed, put it in a safe place—but where it can be found easily. It is your only bit of assurance that what you can't take with you will stay exactly where you want it.

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HEALTH FOR ALL

OFFICE OF AVIATION MEDICINE

ULCERS

Ulcers, or as they are sometimes called, peptic ulcers, are sores on the inner wall of certain parts of the digestive tract. They are found most frequently in two places—the stomach and the duodenum, which is the first 11 inches of the intestine right next to the stomach. Most ulcers are the duodenal type.

The human stomach contains many glands which secrete the gastric juices which digest food. Doctors believe that severe mental and nervous strain causes a disturbance of the nerves which control the blood supply to the tissue lining of the stomach and the duodenum, thus weakening it and permitting the juices to attack it.

Ulcers are formed when the gastric juices attack the weakened lining. When there is no food in the stomach, the juices act on the lining as if it were food and digests it.

It is estimated that 3 out of every 1000 people have ulcers. Ulcers occur more often in men than in women, and are usually found in people who are naturally tense, hard working, and hard worrying.

Pain is the outstanding symptom of an ulcer. An ulcer causes a gnawing or aching sensation, burning, annoying, and cramplike, in the pit of the stomach, just below the breastbone. This is a sign that the stomach or duodenum is empty and the gastric juices are irritating the sore. It is important for a person who has such pain to see his physician at once.

Under proper treatment, which includes rest, diet, and medicines, the pain of ulcers can be relieved in about 10 days, but it takes several weeks for the sore to heal.

Ulcers are usually controlled by special diets prescribed by physicians. The diet itself does not cure the ulcer, but makes it easier for nature to heal it. Usually foods that are bland and soft and which will neutralize the acids in the gastric juices are recommended. An ulcer that is not properly treated can lead to more serious trouble. Special treatment in the hospital, sometimes including surgery, may be necessary if the ulcer is far advanced.

IMPROVED ATC

At the invitation of the FAA, more than fifty international aviation experts gathered in Miami recently to plan an improved and expanded air traffic control system over the North Atlantic routes between North America and Europe.

The delegates met for the first two weeks of November to discuss a realistic system which would improve today's system as well as meet the supersonic air transport (SST) demands expected by 1970. The representatives are from Canada, Denmark, Iceland, Ireland, the United Kingdom, and the U. S.—the six countries which have assumed the responsibility of providing air traffic control and related services over North Atlantic, Polar, and Arctic Routes.

However, no nation has sovereignty over oceanic areas. For this reason, the actual implementation of any single system of air traffic control would have to be compatible with agreements, rules, and procedures of the International Civil Aviation Organization (ICAO). ICAO is the United Nation's specialized agency governing international aviation standards.

The delegates defined their long-term technical goals for a realistic system. Primarily, they dealt with extended range VHF (static free) air/ground communications; modernized navigational aids; more advanced meteorological equipment; and the application of automation. Their recommendations will be submitted to a formal meeting of ICAO. Once the blueprints of the plan have been approved by ICAO member nations, implementation can begin immediately. It is expected that actual establishment of the system will continue in sequence for about ten years.

NOTES FROM THE DIRECTOR, SOUTHERN REGION

A philosopher has said, "Today is the only time that is real. Because . . . today is yesterday's tomorrow . . . and tomorrow's yesterday."

If we subscribe to this philosophy, the way we live each day is important and as we succeed, our visions of tomorrow are filled with hope.

Thanks to you, the Southern Region accomplished much in 1963, and we have begun a pattern of teamwork that reflects continuing progress, and the promise of a unity of purpose in the Agency's mission of air safety.

During several recent meetings of facility chiefs, it was apparent that there is a growing appreciation for the way in which individuals are developing their capacity to perform well and to produce economy through the exercise of good judgment that takes into account what needs to be done, why it need be done, how much it will cost, and the benefits to be derived by the taxpayer.

We are beginning, it seems to me, to think in terms of using Government resources with the kind of thoughtfulness and quest for proficiency as we would use if the resources were our personal possession. When we have reached that goal, then I think this Agency will have arrived at a significant milepost in creating the favorable image that all the taxpayers should have of the FAA, coupled with a basic knowledge of what the FAA is doing. The practical way our job is done is certainly a source of solid professional pride among the vast majority of FAA people.

As public servants, I encourage each of you to perform in a way that the taxpayer is conscious that his investment in air safety is proficiently managed. To do this, the public needs your help in developing a richer understanding of the practical usefulness that aviation serves today and will advance in all tomorrows by even greater proportions.

In meeting the challenges of the New Year, I extend my best wishes for your good health and happiness and ask your continued help in developing our team so that we project the image of "one FAA."

Arvin O. Basnight

Director, Southern Region

FACILITY CHIEFS MEET

The annual Southern Region Air Traffic Division Facility Chiefs' Conference was held November 18-22, at the Hilton Inn, Atlanta, with these 117 chiefs attending. Workshops and discussion periods were held to acquaint the chiefs with new procedures and future planning. Highlights of the conference were presentations by D. D. Thomas and Clifford Burton of Washington, and Southern Region Director Arvin O. Basnight. Announcement of the selection of Henry S. ("Red") Chandler as new Chief of the Southern Region, Air Traffic Division, was made by Acting Chief William E. Morgan. A dinner honoring the conferees was held the evening of November 21, with Dr. David J. Schwartz of Georgia State College as guest speaker.

AIR CARRIER INSPECTORS RECEIVE EXTENSIVE TRAINING AT ACADEMY

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

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

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

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

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

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

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

Courses for Air Carrier Inspectors

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

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

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

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

AC Instructors (l. to r.): Norman Heidger, Paul Young and Robert Jacobs, Jr., work in Boeing 707 simulator.

Reliable Old DC-3 Popular

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

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

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

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

Special Projects A Part

The Air Carrier program also calls for a number of special projects. One completed in 1962 was called "Project SLUSH," when a close study was made to learn what effect slush and watery snow had upon an aircraft when it was landing or taking off.

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

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

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

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

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

JET AGE AIR TRAFFIC CONTROL

portrait of a

FEDERAL AVIATION AGENCY

AIR ROUTE TRAFFIC CONTROL CENTER

FROM Control Rooms such as this one (at the right) . . . day and night . . . seven days a week . . . highly-trained and skilled air traffic controllers, along with expert radio and radar technicians, provide safe separation for thousands of aircraft flying "on instruments" along the nation's heavily traveled airways . . . destined to land at busy airports all over the country.

To efficiently manage air traffic in the assigned flight advisory area of an Air Route Traffic Control Center, the airspace is divided into several parts or "sectors." The functions of a large air traffic control room are organized with this sector division, and the control positions, arranged in efficient rows, have long-range radar scopes placed at intervals between them.

A typical "sector", comprised of a four-man team, is responsible for assuring that aircraft flying in their assigned area are kept safely separated from each other regardless of the weather.

A "sector" team consists of a radar controller, a manual controller, an assistant controller, and a sector coordinator. The three controllers are responsible for radioing instructions, giving pilots "clearances" to use certain altitudes and routes of flight, as well as handling all of the myriad of other details required to assure the safe and expeditious flow of air traffic within this "sector."

The sector coordinator . . . in effect the "team captain," . . . assures that there is a free flow of vital flight data from one sector to another, and that all interested parties are kept advised of all flight conditions and situations.

At each American ARTCC a vast array of complex electronic equipment is maintained around clock by highly experienced electronics and radar technicians.

During bad weather, ARTCCs direct airplanes to airports where Instrument Landing Systems help pilots in safe landings.

Long-range radar antennas scan the skies to keep aircraft continuously on scope-sight and within control of the Center.

Pilots flying on instruments are helped in both their takeoffs and landings by hundreds of controllers in U.S. airports.

In defending the country, military pilots share the Federal Airways with civilian pilots and all are assisted in their flights by the ARTCC personnel in U.S.

Air traffic controllers are constantly trained. Before a new man can assume his duties, including control of a single aircraft, he must have two years' training.

Microwave towers are used to bring radar information from the antenna sites to Air Route Traffic Control on scopes.

In picture above, air traffic controllers point to the "blips"—designating aircraft—on a long-range radar scope.

Hurricanes, frequent visitors to Southern U.S. and Caribbean, as well as aircraft, can be tracked on long-range radar. You can see "Hurricane Ginny" in picture.

Efficient teletypists in FAA Flight Service Stations receive and send thousands of air safety words each day, assisting both "visual" and "instrument" flights.

At Flight Data positions, pilots' instrument flight plans are received and detailed flight progress strips are carefully prepared for the air traffic men.

The VORTAC, which gives pilots both direction and distance information, is the FAA's modern aid to air navigation.

Pilots flying military and civil aircraft, many close to the speed of sound, rely on Federal Aviation Agency Air Route Traffic Control Centers to keep them safely separated in the skies over America.

These skilled and competent pilots, from all segments of the aviation industry—air carrier, military, and general aviation—flying the fastest jet or the slowest private aircraft, are all watched over and helped to make their flights safer by air route traffic controllers when the pilots are flying on instruments.

The demands of today's complex air traffic control require the most modern equipment and facilities to assure that highly-trained and experienced controllers have the best tools to work with, and the latest scientific developments in radar and communications equipment.

Controllers, using radio, radar, and other aids, keep constant check on the position of each aircraft, issuing appropriate clearances to the pilot as to altitude to fly, time to begin climb and descent, and other instructions designed to assure maximum safety of the flight.

Since 1952, the volume of air traffic in the United States has increased yearly. Yet, during this period of rapidly increasing air activity, such progress in air traffic control has been made that flying is actually far safer today than a decade ago. This improvement has come about through the development of superior navigational aids, the refinement of control procedures, and the increased training of air traffic controllers.

Center Controller Danny Lazauskas, peering into the soft glow of a modern long-range scope, reflects the concentration and intensity required of an FAA air traffic controller in the Jet Age. To assure maximum air safety with the tremendous growth in air traffic during recent years, the Federal Aviation Agency has taken positive steps to provide the American public with the most accurate and finest aviation system in the world. Functional, contemporary new Air Route Traffic Control Centers reflect the progress that has been made and represents a multi-million dollar long-term investment by the citizens of this country in flying safety, for both civil and military aircraft vitally necessary in peace and war.

FAA Air Route Traffic Control Center buildings are the culmination of years of planning and experience and are designed to accommodate all known aids and devices for air traffic control, with the further feature of being expandable to house future developments. The tri-level structures, functional and contemporary in design, are built of steel and concrete, and have approximately 54,000 square feet of floor space, featuring an 11,000-square-foot control room.

Mrs. Paul Boatman smiles as she cuts the red ribbon officially opening the New Southern Region Headquarters building in Atlanta to the general public. Looking on are (left to right): FAA Hostess Agness Clay; Deputy Director Boatman; Mr. and Mrs. H. D. Gerald (Gerald is Georgia's General Aviation Mechanic Safety Award Winner); Georgia State Aviation Dir. J. Bennett; Hostess Lola Reynolds.

Southern Region

Proudly Celebrates FAA's

FIFTH ANNIVERSARY

Young Dee Clay (above, l.) receives final pre-flight briefing from "Pilot-Instructor" Harold Mannick before taking off on his mythical "Jet Solo" flight to qualify for a "Junior Jet Pilot" certificate during SO Headquarters Fifth Anniversary Open House. Mrs. Marylee Manning (above r.) watches intently as William Parker, Memphis FAA Area Coordinator, explains how aircraft are followed on radar. Mrs. Manning is the winner of Memphis' "Most Beautiful Voice" contest conducted as part of FAA's Anniversary Celebration in this city.

Throughout the Southern Region FAA employees enthusiastically grasped the opportunity to "tell the FAA story," during the ten days that the Federal Aviation Agency observed its Fifth Anniversary and projected to the American public in the Southeast the air safety accomplishments of the Agency.

While the real heart of the story rests in the tremendous interest generated by our people in techniques of air safety, the shear graphic numbers of the specific accomplishments reflect the great amount of work that was done.

More than 300,000 Southeastern citizens toured FAA facilities in 44 cities! While statistics are rather cold, some of ours are quite impressive. Twenty-five proclamations were issued by mayors, 160 speeches

This aerial view shows a small portion of the more than 15,000 visitors who participated in Pensacola's 5th Anniversary Celebration. Many civil and military static aircraft displays were provided for public's viewing during these festivities. Experienced personnel explained the planes.

Two newly certificated "Junior Jet Pilots" approve the jet pilot's high-altitude flying suit, one of the many exhibits on display at SO Region's Headquarters building open house.

Bonnie Monroe, veteran "Para-Flyer," with 72 parachute jumps to her credit, poses in doorway of Cessna light plane to demonstrate the exit technique to a group of interested spectators during the FAA's 5th Anniversary program at Metropolitan Airport, Memphis.

"Miss Aviation," Bobbie Henry, accepts a bouquet of roses from Air Traffic Controller Gordon Jernigan as she arrived to reign over Pensacola's 5th Anniversary festivities. She's daughter of FAA Controller and Mrs. Henry.

were made to more than a thousand people, there were 218 radio programs and 319 radio spot announcements. On TV, there were 68 full programs, and 202 TV announcements; throughout the Region more than 205 newspaper stories appeared, some as long as four pages. The film "Private Pilot" was shown 123 times, and "Flight USA" 40 times. Many other special films were also shown.

These are but a few of the statistics, but they only tell part of the story. As we said, the real story lies in the enthusiastic way we projected our efforts favorably to the American taxpayer.

On this and the next page you will see a few photographs, typical of those taken during the FAA 5th Anniversary.

This aerial photo of Nashville's municipal airport shows only a small part of the 25 civil and military aircraft which were placed on display for the visiting public to see during FAA's Open House. Note "Tin Goose" in right center.

This young man's wide-eyed expression was reflected many times on the faces of the 60,000-plus visitors who viewed complex electronic exhibits at Nashville.

The line forms on the left and seems to go on forever as some 60,000 visited Nashville's FAA facilities, open to the public as part of the Agency's 5th Anniversary celebration in this city. For most of the visitors the tours were visits to a land of much complex electronic equipment that they never knew existed.

CENTRAL REGION NEWS

BEARDSLEE SPEAKS OF PERSONAL RESPONSIBILITY

With the beginning of the New Year, I would like to mention a few ideas for your consideration which are vital to each of us and which are the personal responsibility of every employee.

The public image of any organization, particularly a Federal agency, is almost totally dependent upon the actions and attitudes of its employees.

The Federal Aviation Agency is now into its sixth year as an independent agency of our Government. The past years have been good to us and in most instances public sentiment, as well as that of Congress, has been on the side of the Agency and its personnel.

Individual growth within the organization has been remarkable for a good percentage of our employees and morale has been essentially high. Actually, in no other Government agency has opportunity for promotion and self-improvement presented itself with such regularity.

The time has come when we must expect some kind of leveling-off process to which we must adapt. I believe that even those employees who have only recently joined the FAA will share with me the feeling that we belong to the finest Federal agency in existence. It is hard to find another which has provided so much for so many in recent years. The Agency with which we are associated was established to perform a critical mission . . . to guarantee safety in the skies.

The initial growth of the FAA has now about reached its peak and a leveling-off is taking place. We must all remember this as it becomes apparent that promotions are not as readily available as before. The opportunity for self-improvement still is present, however, and those who avail themselves of every opportunity will profit by their efforts.

During a period such as this there are always the few who become disenchanted and discouraged. These few are prone to discuss the Agency with anyone and everyone who will listen and do so in disparaging terms, to the detriment of the Agency and all other employees.

We should all remember that we are representatives of the Federal Aviation Agency and should conduct ourselves accordingly. Each person is an Agency public relations officer. As such, he should make every effort to create a good "public image" before the people of our communities and country.

Each of us influences that image every time we appear in public, at the supermarket, when paying a utility bill, or presenting the story of FAA to an audience. A thoughtless word can do irreparable damage to ourselves and our Agency.

How can we help to create a good publice image? By remembering that everything we say or do, whether officially or in private, may be construed by someone as official policy. By maintaining a proper attitude towards ourselves and others in the conduct of our portion of the FAA business. By keeping up our personal knowledge of the over-all functions of the Agency, so that we may answer questions accurately, when called upon. Above all, we must be willing to say "I don't know, but I'll find out for you," when asked a question to which we do not know the answer.

Perhaps the most important of the foregoing items is our personal attitude toward our job and our Agency. If we all can maintain the proper attitude, the "public image" of the FAA will not suffer because of us. And it should be easy, because we work among the best employees assembled anywhere.

We have only to keep this fact in mind as we go about our daily business . . . be conscious of the public image . . . and we are certain to enjoy many more years of good public relations with the flying fraternity and others in the communities in which we work and live.

J. M. Beardslee

Director, Central Region

MOTTA, SCHWARZKOPF, WIN CENTRAL REGION AVIATION SAFETY AWARDS

Regional winners of the Aviation Mechanic Safety Awards received their laurels at ceremonies in Kansas City on Nov. 15, 1963, from Henry L. Newman, Deputy Director.

John Motta, Trans World Airlines employee and winner of the Regional award in the Air Carrier category, was flown from his home in Torrence, California, by TWA and was accompanied by his supervisor Mr. L. L. Heimer.

Heimer explained Motta's contribution to aviation safety pertained to the ground terminal connection of an engine generator on a Boeing jet aircraft. Motta discovered the malfunction, designed and produced a solution which was accepted by TWA, the Boeing Company and other carriers operating the Boeing aircraft.

Erwin A. Schwarzkopf, award winner in the General Aviation category from Lincoln, Nebraska, is employed by Lincoln Aviation Institute, Inc. He was flown to Kansas City by J. R. Sandstedt, Director of Aviation for the State of Nebraska. Accompanying them was Mrs. Schwarzkopf and Charles Haeseker, Superintendent of Maintenance for Lincoln Aviation Institute, and representative for Nebraska's National Aviation Trades Association.

Schwarzkopf made jigs and fixtures for the repair of Piper Cherokee engine mounts and nose gear assemblies. He also designed and constructed a fixture for the boring and reaming of the oil pump gear bushing in the Continental engine.

Above left, Erwin A. Schwarzkopf (l.), accepts his plaque from Deputy Director Henry L. Newman (r.). In center is Charles Haeseker, Lincoln Aviation Institute. Above right, Mr. Newman presents John Motta, TWA, (sport coat) with his award. At right is L. L. Heimer, Director, TWA Area Maintenance, Motta's supervisor.

TESTS SCHEDULED TO DETECT KILLER GAS, 'CO'

General Aviation District Office Inspector, Bill Abram, (l.), from the Ypsilanti, Michigan, office explains carbon monoxide tester to Inspector Al Reed, Kansas City GADO. Carbon monoxide has long been suspect in aircraft accidents, particularly in winter.

A colorless, odorless, tasteless gas, long suspected as the possible cause of some past light aircraft accidents, may soon be conquered if plans of the Central Region's Flight Standards General Aviation Branch prove feasible.

The Branch has initiated an experimental testing program at seven General Aviation District Offices to conduct carbon monoxide detection tests in general aviation aircraft while performing routine flight duties. Scheduling tests while performing pilot certification flight tests, proficiency flights, training, etc., permits maximum utilization of inspector time and causes no inconvenience to the public.

Purpose of the tests is to discover the presence of high levels of carbon monoxide gas in light aircraft before it causes accidents or fatalities. Although the testing program will be conducted on a continuing basis, the greater danger occurs during the winter months when cold weather requires the operation of the aircraft heating system.

Since most light aircraft heating systems utilize engine exhaust as a heat source a malfunction in either heating or exhaust system may allow poisonous gasses to enter the cockpit or cabin.

An exceedingly small amount of carbon monoxide can affect the pilot's physical condition. A concentration of 0.02% (only two parts in 10,000) may produce headache, mental dullness, physical loginess, all within a few hours time. A concentration of 0.10% may produce unconsciousness in little over an hour and may prove fatal in four hours.

The equipment used by the GADO Inspectors is capable of indicating concentrations of the gas from 0.001% to 0.10% by volume. The standard acceptable to the FAA is a concentration of one part in 20,000 or 0.005% or less. The instrument is operated by drawing suspected air through a glass tube which is filled with a sensitive material. Presence of carbon monoxide will change the color of the material in the tube which is then compared to a set of color standards on the instrument. Matching the colors and using the associated readings in percentage gives the amount of gas present by volume.

Owners whose aircraft are found to contain a dangerously high level of carbon monoxide will be advised of the situation and urged to have the condition corrected immediately for their own safety.

IRELAND, CLARK, TELL OF AIRPORT NEED ON TV

Explaining the merits of an airport expansion program in a TV panel show at Cape Girardeau, Mo., are from left: E. R. Breihan, consulting engineer; G. W. Ireland; R. W. Clark; G. Rees, Ozark Air Lines; Rush Limbaugh, Jr. Sect., Airport Board; and John Godwin, Airport Mgr. and partner, Cape Central Airways.

Two employees of the Central Region appeared on a Television panel show in Cape Girardeau, Missouri, on Nov. 5, to help spell out for the citizens what aviation in general and specifically the local airport means to them.

George W. Ireland, Chief, Flight Standards Division, and Robert W. Clark, DAE, joined local civic and airport personnel in a panel discussion arranged by Duane Kirby, News Director for KFVS-TV in Cape Girardeau.

FAA personnel explained the extent the Government would assist in financing modernization through FAAP.

On the panel were Mayor Walter Ford; Rush H. Limbaugh, Jr., Secretary, Airport Board; John Godwin, airport manager and partner in Cape Central Airways; Mr. E. R. Breiban, representing Horner and Shifrin, consulting engineers; and Grant Rees, Vice President, Operations, for Ozark Air Lines.

Director Beardslee Leads Off

First in the Regional Office to pledge his Fair Share in the annual drive of the United Fund organization in the Kansas City area was Director J. M. Beardslee. He is shown receiving his window sticker from Gerald G. Garrett, Chief, Accounting Division. Three groups reached 100% participation—Office of Director (including CE-1, 2, 3, 5, 8, 9, 60, and 90) Accounting Division and the Budget Division. Average per capita pledge for the 929 employees participating from the Kansas City area was $18.61. Total amount of pledges for the year was $17,286.26 an increase of 18% over last year. Results from throughout the field indicate that other areas are contributing to their local United Fund or Community Chest with equal enthusiasm.

OLD TIMERS HONORED

D. F. Randolph, Chief, Administrative Services Division, shakes hands with Mrs. Genevieve Robinson, Distribution Clerk, after presenting her with a 15-year Service Pin. Others in the picture from left: Edward Dubay, Printing Section, 10 years; Beth Whitacre, Communications Section, 20 years; Mrs. Robinson; James Gibson, Mail Section, 10 years; Rupert Franklin, Mail Section, 20 years; Al Smith, Supply Section, 10 years. Not shown, Vic Vanderpool, Communications Duty Officer, 20 years.

SUPERVISORS ARE REMINDED: YOU ARE THE "KEY"

Participating in a recent 15-hour "Management Training in Classification" course were: (seated, l. to r.) R. W. Wolfer; M. Shaffer, L. Don Slinger; P. A. Cormaci; R. B. Schneider. Standing, from left: R. I. Chafee; T. E. Glass; J. Don Estes; W. V. Butcher; J. W. Arnold; W. C. Knopfle; Instructor Bert Perina; and C. Lloyd Jones. Boss's role was stressed.

. . . This was the theme followed in a recent 15-hour Management Training course in Classification presented in the Central Region. The course, designed for supervisors who have had previous courses in basic classification processes, provided a brief refresher in classification.

Agency policy, organizational structures, functional statements, and organization of work to be accomplished by individual employees was an important prerequisite to participation in a variety of workshops held throughout the course.

A skit of a typical audit was presented before the group by Compensation Branch specialists to inform supervisors of the methods used in performing a desk audit and how management can assist specialists in the development of facts so important in the classification process. The group was then paired off and given a workshop period in which to audit each other's position and develop a basic position description.

Another workshop included the actual classification of a group of duties now being performed by employees in the Central Region. A variety of position descriptions were distributed and CSC and Wage Board Standards were used by the participants in attempting to derive what they believed to be an appropriate title, series and grade, using classification's "tools of the trade."

The course is one of three being presented in the Central Region to give management an understanding of classification and the importance of coordination. The goal is increased management advisory service.

PHOTO HOBBYIST "SNAPS" UP $660

The ultimate goal of many hobbyists is to make that hobby pay off so some of the expenses incurred throughout the years are recovered.

One of the few hobbies where this is actually possible is that of amateur photography, and one of the few to realize this ambition is Herbert A. Gustin, Jr., Air Traffic Control Specialist at the Chicago Center in Aurora, Illinois.

"Gus," as fellow employees know him, entered a snapshot in a weekly contest this year from which he has collected a grand total of $660. The picture showed a small boy in bathing suit in a joyous leap over a sand dune.

Gus, an ex-Naval aviator (WW II) entered the Federal Aviation Agency at Jacksonville ARTC Center in August 1955. He transferred to Detroit on a mutual agreement in 1958 and later transferred to Chicago in January 1962. He has pursued his hobby for 25 years, he says, and this is the first contest he has ever entered.

He entered the photo of the neighbor boy in the Newspaper National Snapshot Contest and won the following: $35 in weekly prizes, $75 in local grand prizes, $25 Merit Award Scenes Class, $25 Merit Award Animals and Pets Class, and $500 National Second Place Sports and Activities Class. Total $660.

Where did the money go? Part to his wife, Gustin says, the rest for a new Rolleiflex camera and an Omega enlarger. Where else?

Payroll Clerk for 18 Years Is Honored at Retirement Luncheon

Mrs. Helen Conklin, "Queen for a Day," at her retirement luncheon, accepts a gift from co-workers, from Miss Mildred Davis, Chief, Payroll Branch.

Mrs. Helen Conklin, Payroll Clerk at the regional office for 18 years was honored recently at a retirement luncheon by employees of the Accounting Division. Mrs. Conklin retired, effective November 22nd, after 20 years in the federal service.

She joined the former CAA at the Kansas City Regional office in 1943 where she worked in the Mail Room and Property Services Section prior to making the change to Payroll Clerk.

Attending the luncheon was her husband, Clair, himself retired for the past few years. The couple left for California to visit children in that state.

Deputy Director H. L. Newman presented a Certificate of Retirement to Mrs. Conklin marking her long and faithful service.

Powerplant Experts Meet in KC; Allison 501-D-13 Being Studied

An Air Carrier Maintenance Review Board was held in Kansas City in October at the request of the airline industry to discuss the Allison 501-D-13 engine. The engine powers the Lockheed Electra Aircraft.

The meeting was called primarily to discuss the new stalk turbine installation, present service experience, and other substantiating data indicating improvement.

Industry desired a discussion on a turbine basic overhaul for the stalk turbine configuration and an appropriate sampling program. The board established a program for the advancement of the improved turbine by which it could attain a basic overhaul time of 3000 hours, and a sampling program which would escalate at the rate of 400 hours.

Representing the FAA were air carrier personnel from Washington and Regions.

(Below). Regional Director J. M. Beardslee, one of the key speakers at the dedication of the roof-top heliport, complemented the management of the Peoria Journal Star for their imaginative use of the helicopter. H. P. Slane, newspaper president is at left. The 'copter, a Hughes 269A, (right), rests on moveable platform ready for takeoff.

Government, industry, and military leaders attended the dedication on the roof of the Journal Star. From left: F. Walter, Westinghouse Corp.; Regional Director J. M. Beardslee; RADM G. P. Koch, Chief, Naval Air Reserve Training, Glenview, Ill.; Jane Fritz, Ozark Air Lines Stewardess; J. H. Frets, CE Public Affairs Officer; Maj. Gen. L. P. Hopwood, Commander, Chanute AFB, Ill.; Carol Gossage, Ozark Stewardess; M. Longfellow, Ozark Air Lines; H. P. Slane, Peoria Journal Star President; C. R. Schwartz, American Air Lines; J. Brown, Trans World Airlines.

The 'copter enables the newspaper to cover a nine-county area where some 350,000 people reside. (Below.) The rails on which the landing pad moves in and out of the rooftop hangar are clearly visible in this view. 'Copter can be moved and ready to fly in minutes.

NEWSPAPER DEDICATES PUSHBUTTON HELIPORT

Federal Aviation Agency officials were present in October when the Peoria *Journal Star* dedicated the world's first fully automated rooftop heliport.

In his remarks to the assembled local, state, and military officials, Regional Director J. M. Beardslee said, "I can't think of any better example of a business enterprise that saw the advantage of such a facility and then went ahead and built one at the place where it should logically be. . . ."

The heliport is on the second floor roof of the newspaper building at one end where the third floor of the building forms two walls of the hangar. It consists of the hangar portion, clearly shown in accompanying photos, and a 40 x 45 foot operating deck some 40 feet from the hangar door. A 20 x 24 foot moveable center section of the landing platform is mounted on rails and at the touch of a button transports the 'copter from the hangar to the take-off area.

In inclement weather the pilot can actually have his engine started before leaving the protection of the hangar. A delayed-action switch gives him approximately three minutes to enter the aircraft and start his engine before the big hangar door opens.

As the mobile platform glides out to the take-off area, lights surrounding the deck go on to provide illumination. Upon return from an assignment the pilot lands on the area marked for touchdown, refuels the craft from a nearby concealed hose arrangement, pushes another button and seals the helicopter back inside the hangar when maintenance can be performed when necessary.

The *Journal Star* helicopter has been in use for nearly a year, being based at nearby Mt. Hawley airport before completion of the rooftop heliport.

An outstanding feature in the operation of the rooftop hangar is that maintenance can be performed by the FAA-licensed aviation mechanic without curtailing use of the 'copter during key operational hours. This is done one evening a week by the factory-trained specialist. Preventive maintenance is the key providing a continuing cycle of inspection, lubrication and periodic retirement and replacement of mechanical components.

Use of the helicopter has enabled the *Journal Star* to send photographers on assignments many miles away and still have the pictures back and in the current day's edition.

The photographer can be in the air and on his way three minutes after the decision to send him is made. The *Journal Star* says the photographer is 49½ steps away from the heliport and a trip that can't be halted by traffic, icy streets and most weather. The helicopter can fly in all but the most extreme weather.

Low visibility doesn't mean the aircraft is grounded, says the *Journal Star*. It can fly as low as 500 feet and observers can see in all directions for a mile.

The 'copter carries 25 gallons of gasoline, has a range of about 200 miles and a top speed of 86 miles per hour. It can be flown at altitudes up to 10,000 feet.

This canvas bag conceals 1500 helium-filled balloons, each bearing the name of a newsboy. When the dedication ceremony was completed, Miss Peoria (Penny Rhuland, obscured in photo below) pulled string, releasing them. Returned cards were exchanged for prizes.

Central Region Hosts State Aviation Directors

William Piper, Sr., (with mike), President, Piper Aircraft Corp., addressing State Aviation Directors, spoke of the continuing need to develop small airports nation-wide. At ,the speakers table (l. to r.): W. Knoepfle, Chief, Airports Division; J. Beardslee, Regional Director; R. Campbell; Chief, Planning Branch, Airports Division; and J. Owens, State of Missouri Director of Aviation.

State Aviation Directors from 11 of the 12 Central Region States at the annual meeting with FAA officials in November. From left: J. Sandstedt, Neb.; J. Wenzel, Ill.; J. Ramsey, Mich.; C. Lynch, Mont.; J. McManus, Ind.; Regional Director J. M. Beardslee; M. Solberg, Minn.; J. Pope, Neb.; R. Nemmers, Ass't. Dir., Iowa; J. Owens, Mo.; L. Hansen, S.D.; H. Vavra, N.D.; T. Jordan, Wisc.

Meeting in annual conference in Kansas City on November 19-20, the State Aviation Directors from the Central Region heard Mr. William Piper, Sr., President of Piper Aircraft Corporation, state that many small unattended airports are needed in the United States today, even where there are no planes located now.

Piper spoke to the group during the annual dinner-meeting the evening of November 19th. He said the rapid growth of the automobile industry was possible because of the availability of roads.

He further stated that there must be adequate facilities for planes before the aviation industry will grow.

The yearly conference was opened by J. M. Beardslee, Director, who welcomed the group and introduced new members from both the FAA and from among the ranks of the State officials.

FAA and State officials discussed mutual problems during the two-day meet which included the National Airport Plan, FAAP, Revisions to the Federal Aviation Regulations, and other items. FAA officials on the program were as follows (in order of their appearance): K. W. Gordon, FS Division, H. L. Flora, FS, and E. G. Basel, AT, who discussed the Expanded IFR Capabilities at Low Activity Airports; M. C. Noteboom, I&M, R. Ogilvie, SM, and James O. Dixon, AT, discussing Non-Federal Navigational Aids; A. H. Glass, I&M, who joined state officials in discussing Modified Approach Lighting Systems—REILS; E. G. Basel, AT, C. I. Bates, AT, R. E. Brockman, AT, and J. O. Dixon AT, Airspace Policies and Procedures.

E. G. Basel, AT, Gerald White, Legal, W. V. Butcher, AP, Proposed Revision to Part 77 FARs; J. J. Manning, FS; C. C. Skoog, FS; Safety Education and Inspection Programs; H. L. Newman, Deputy Director, Current Policy Development in Flight Service Stations; W. C. Knoepfle, AP; W. V. Butcher, AP; R. L. Campbell, AP; E. W. Anderson, AP; FAAP Policy and Procedures.

State officials discussed guidelines for master plan layouts and National Airport Plan assisted by R. L. Campbell, AP. The Surplus Property Program was covered by W. V. Butcher and W. B. Bailie, (I&M). Sponsor's Fiscal Records—Engineering Contracts—Gerald Schilling, Audit; W. H. Quinn, AP; and K. E. Geier, Legal.

The discussion on Application of VFR Standards was handled by R. L. Campbell, AP; and William Howard, AP, with State Directors from Minnesota and Montana.

The meeting was attended by approximately 30 officials from the eleven States. More than 80 persons attended the dinner-meeting to hear Mr. Piper deliver his address.

IS BUNKER HILL AFB "WAGON WHEEL" LANDING PATTERN OF THE FUTURE?

Pilots who land at Bunker Hill AFB, play a modern game of "Cowboys and Indians" around the runway. A new "Wagon Wheel" instrument approach, the only landing approach of its type in use at any aerodrome, has been in operation for the past six months.

Charles Irwin, former Air Traffic Supervisor of the Indianapolis, Indiana Center Area, Federal Aviation Agency, and now chief of the Great Falls, Montana Center, thought of the new procedure while viewing a television program one evening. While watching the wagons of a settler's caravan circle up to drive off attacking Indians, he envisioned a similar tactic applied to aircraft waiting to land at an aerodrome. It works!

Using the runway as the "Wagons," an imaginary circle was drawn with a 16-mile radius from the aerodrome. Arriving aircraft are cleared to an electronic fix via this circle northeast or southwest, depending upon which runway is in use. From an altitude of 5,000 feet, they are then turned over to the local radar approach control for a "Ground Control Approach" (GCA) and landing.

Planning of this unique procedure began about two years ago between FAA and Bunker Hill AFB air traffic control officials. With the arrival of the B-58 "Hustler" supersonic bomber at this Strategic Air Command base, several approach procedures had to be modified because of the greater maneuvering area demanded by this high performance aircraft. Jet penetrations and procedures in use at the time, when modified, were workable but not entirely satisfactory. The "Wagon Wheel" solved the problem.

Shown viewing a sign in the Bunker Hill AFB operations office stating "Bunker Hill AFB RAPCON First in the USAF with En Route Radar Descents," are from the left: J. R. White, FAA Air Traffic Representative at the air base; Jack Richards, Chief of Plans and Procedures at Indianapolis ARTC Center; Maj. Walter P. Graham, Commander of the 1915 Air Force Communications Service Squadron; Lt. Col. Wm. E. Pedigo, Base Operations Officer for Bunker Hill AFB. The sign also shows the arrival and departure procedures.

Today, coordination between the Indianapolis Center and Bunker Hill AFB Approach Control allows arriving aircraft to descend en route to 5,000 feet to intercept the arc of the 16-mile circle at the nearest point, fly to the fix off the active runway, and make a straight in approach to land.

The procedure eliminates the old "stacking" procedure whereby aircraft hold over a fix at different altitudes until cleared to make an instrument approach to the aerodrome. By converging on the aerodrome from many directions (under radar control), many aircraft can be at the same altitude. Thus they need be separated only by radar and can be readily handled at minimum landing intervals.

The procedure is now under study for adoption by the United States Air Force for use world wide.

LLOYD L. ARNOLD, WAUSAU FSS CHIEF RETIRES

L. L. Arnold (l.) accepts retirement certificate.

Thirty-one years of Federal service were marked at the recent retirement dinner for Lloyd L. Arnold, Chief of the Wausau Flight Service Station. Twenty-eight of those years were spent with the Federal Aviation Agency and its predecessor agencies.

G. W. Kriske, Air Traffic Division Chief, and C. C. Colburn, Flight Service Section, represented the Regional Office at the affair. Kriske presented a Certificate of Retirement to Arnold. In addition to gifts to Arnold, those in attendance presented Mrs. Arnold with a plaque which lauded her for 31 years of faithful cooperation and devotion to her husband.

Arnold's Federal service began with a hitch in the Army from 1920-1923 when he served in the Artillery Corps. His interest in electronics began in 1925 upon entering radio telegraphy school in Valpariso, Indiana. He entered Government service as a lighthouse keeper on December 16, 1935, and has served at many airports in the intervening years. He reported to Wausau as the new Chief there on August 21, 1949. His last day of Federal service was December 27, 1963.

CAN YOU IDENTIFY IT?

New to the American scene in recent months is the Hawker Siddeley AW-650 Argosy transport. Shown here flying the colors of Zantop Air Transport, Inc., the Argosy is one of five different aircraft being used by the Zantop Company. Zantop, a supplemental air carrier with daily schedules throughout the 48 contiguous states, has considerable Logair and automotive routes.

Rigid Radome Raised . . . Tops Tall Tower

A rigid radome 17 feet in diameter and weighing eleven hundred pounds was placed atop the control tower at O'Hare International Airport during October. These photos show how the feat was accomplished.

Purpose of the radome is to enclose the Airport Surface Detection Equipment (ASDE) radar antenna to protect it from the elements. Other ASDE radar antennae throughout the country are protected by inflatable-type covers and some long-range antennae are protected by rigid radomes such as this. However, the Chicago application is the first ASDE to be enclosed by the rigid foam bubble.

The job was contracted by the Goodyear Aircraft Corporation for approximately $20,000 and performed in three days . . . once the materials were on hand and the job of assembling the dome began. The plastic bubble is made of a three-inch thick material resembling styrofoam glued together by sections using an epoxy cement.

The photo at the top of the page shows a Goodyear engineer inspecting the edge of a panel before completing assembly of the first test radome made by Goodyear. The dots along the panel edges are small holes on the inside used with spring clips to hold the sections together until the epoxy hardens.

Air Traffic Control personnel appreciated completion of the installation, for it solved a minor problem caused by the wind hitting the large "sail" portion of the antenna . . . a hesitancy of the sweep on the scope as it made its circle of the radar screen. With the antenna now covered, the sweep moves constantly and evenly at its required 60 revolutions per minute.

Maintenance personnel have mixed emotions concerning working inside the new radome. During winter weather the insulating effect of the three inches of foam plastic provide a substantial amount of protection from the icy blasts of wind. But in the summertime the same insulation effect will make life pretty miserable for anyone inside the dome making repairs.

Actual time required to hoist the dome into place from the truckbed was about one-half hour. Workmen spent nearly four hours assembling the crane used to do the job.

SOUTHWEST REGION ACHIEVES GOALS IN SEVERAL ACTIVITIES DURING 1963

Another milestone, a measuring mark for us to review our progress, has been reached as we end the 1963 year and go forward into the new. It is a time for re-appraisal, a time to check our achievements and to plan for greater accomplishments.

Many important decisions were made in 1963. Decentralization held the spotlight, both in planning and action, and the move to field management became progressively more a reality through the cooperation of Washington service and office heads. Solution to many problems were found, and the rough spots were ironed out through cooperation.

Too, greater safety in aviation was realized by better equipment and diligence of personnel. The Administrator, in pointing out the role of the aviation mechanic in safety, marked 1963 as "Aviation Maintenance Year." This designation was accompanied by the initiation of the Aviation Mechanics Safety Awards Program to recognize and to encourage better maintenance and inspection procedures. The FAA also reached into the aviation communities for information, and Southwest Region personnel conducted 11 "grassroots" meetings among the mechanics and maintenance supervisors for opinions on possible rule changes in mechanic certification. These programs, along with others, brought about a better understanding between the FAA and industry.

Flight Standards Division in this Region issued type certificates for nine new aircraft and helicopters during the year, plus approximately 400 supplemental type certificates to 12 prime manufacturers to produce an estimated 1180 aircraft. At mid-year the Southwest Region marked a first with the issuance of an airman examining authority to American Flyers Inc., which allows that school to examine its students on both the written and flight test requirements for instrument ratings.

Center reconfiguration and consolidation made 1963 the year big centers became a reality. Albuquerque Center was dedicated in June, following the Fort Worth Center which was dedicated the previous year. Construction of the Houston Center, which will consolidate the present centers at San Antonio and New Orleans, will start soon. Fort Worth consolidated the Tulsa and Midland-Lubbock areas into its Center area, and Albuquerque assumed responsibility for the El Paso and Eastern Arizona section.

Systems Maintenance, Installation and Materiel, Air Traffic, and Flight Standards Divisions cooperated to complete facilities and flight checking to implement Area Positive Control August 22. This brought APC to the entire Southwest Region. Air Traffic continued to work in the reconfiguration of control zones and airways for better utilization of existing airspace. Fifty terminal locations were studied and recommendations for control zone changes made.

Archie W. League (l.), and Samuel M. Pereyra, Mexican Consul in Fort Worth, discuss the Director's recent trip to Mexico and Central America where he studied the Region's new responsibilities in those areas.

A new type of equipment, the Doppler VOR, made its appearance in the region during the year. At Lufkin the I&M engineers converted the existing VOR to a TACAN and added the Doppler to give the pilots flying in that area clearer signals. At Austin the existing counterpoise was used, saving manpower, money, and shutdown time. Also, in the closing months of 1963, the Agency finalized the planning for the 49-foot utility air traffic control tower. Several locations are included in the long range planning, with immediate construction plans at Lawton, Farmington, and McAllen. New radar, the RBDE4 and RBDE5, was installed in the new centers.

The beacon transponder, a great step in aircraft control and safety and a necessary tool in ATC, was added the past year. Planes equipped with the transponders of this Air Traffic Control Radar Beacon System are identified quicker and positively. Receiving equipment is being installed on terminal radar at present.

Exploring the need of greater decentralization and of getting problem-solving into the field, the Personnel and Training Division established two additional personnel management specialist positions in the field, one in San Antonio and one in New Orleans. These positions serve facilities located in 23 cities in south and west Texas, plus facilities and offices in the states of Louisiana and Arkansas. These assignments had the effect of providing field managers with timely advice and counsel in the several personnel program areas on a face-to-face basis. Also, in the management field, the Management Institute was transferred from Washington to the regions. The Southwest Region joined with the Aeronautical Center and the Central Region in conducting the school at the University of Oklahoma.

Career planning progressed during the year with greater speed and emphasis. New classification standards for Electronic Maintenance Technicians were implemented in June, and 649 EMTs were upgraded an average of one grade. In the field of incentive awards, the Region decentralized the authority to approve awards up to $350 to the division level —the first time for any agency to delegate this authority.

Systems Maintenance Division can point with pride to its accomplishments in decentralization and manpower utilization. Continuing the philosophy of decentralization under which the present Systems Maintenance District Offices were established more than a year ago, additional authority has been delegated to the districts in the area of personnel management and in control of the fiscal program. For example, district chiefs now have increased authority in such areas as disciplinary matters, selection and placement of personnel, and classification of positions. Several management

Southwest's winners in the Aviation Mechanics Safety Awards Program, part of the "Aviation Maintenance Year" observance are Donald L. Perkins (l.), air carrier, and E. J. Swearingen, Jr., general aviation.

actions have resulted in a six per cent increase in productivity while maintaining a consistent high level of facility availability and a reduction in the supervisor-to-worker ratio from 1:4 to 1:6. These management actions included a reduction in the number of sectors from 92 to 70, the establishment of six standard organizational configurations for sectors, and increased specialization of personnel in the field.

Further actions to achieve increased operating efficiency are planned for the future. Greater emphasis will be placed on the division's operations analysis program; a more comprehensive appraisal program will be established; management training at all supervisory levels will be increased; and action will be taken to decentralize further the division's operations. Additionally, a national program in the area of cost accounting and reduced maintenance schedules will increase management capability and improve manpower utilization.

Better management principles were sought in the Control Central test conducted by the Region. The test resulted in a better utilization of aircraft and crews in flight check aircraft. Control Central also maintains the current status of the Region's navigational aids and serves as a communications point for the Region. In accomplishing the mission of flight checking facilities, a new FIDO was established in Houston.

The Region is now participating in Project Focus with its "Comprehensive FAA District Office" test in Albuquerque. One of a series of Agency-wide tests to determine a philosophy for decentralization, the Albuquerque test establishes a district office and manager below the regional level. Operational decision-making is done as close to the operating man in the field as possible by the manager who administers and makes decisions in all major phases of operations within a prescribed geographical area. These tests will continue through April, after which they will be evaluated for possible application within the Agency.

Giant strides were taken this past year in Automatic Data Processing in our region. Compilation of many reports was assigned to ADP, enlarging the role and importance of automation in reporting. From payroll and allotment ledger accounting, the ADP assumed work to back up the staff and operating functions of the Region in several fields of cost accounting, aircraft management, aircraft inspection, and many others. Individual service record cards formerly manually maintained by Personnel and Training were converted to IBM cards. A regional personnel profile, including the records of training and other individual personnel data, was started to capture pertinent information on personnel to identify training needs and selections for promotion and re-assignments.

This year also saw the Southwest Region working and cooperating beyond the domestic borders of the United States as this headquarters assumed certain FAA responsibilities in the Republic of Mexico and the Gulf. With this assignment, the Southwest Region will be the focal point for the coordination of all civil air activities in Mexico which affects United States certificated aircraft and airmen. Cooperative efforts are being made to establish work agreements with Mexico in accomplishing our responsibilities in this new challenge in international relations.

Regional personnel participated in many other activities during the year: The Regional Counsel coordinated the efforts of several divisions at the CAB hearing on the regional airport for Fort Worth-Dallas in which regional participants made an outstanding contribution; Airports and Aviation Medicine added contributions in their respective fields; and Audit Division increased its functions, especially in the evaluation of activities. Also, during the year, the regional headquarters was given a new look in building renovation and the better arrangement of office space.

No one can be sure what the new year will bring. We do know the test program to determine further decentralization methods will be concluded during 1964, which could mean the final decision on an Agency-wide field organization. This year could possibly be the year of decision for an organization below the regional level.

One big project still ahead is the construction of the Houston Center and planning for the deactivation of the two smaller ones at San Antonio and New Orleans. Expansion of APC is expected, with the lowering of the ceiling from the present 24,000-foot level. A decision on the flight service stations and their future role in providing service to the public can be expected in 1964. There will be progress and major decisions on the Supersonic Transport Program, and in the field of research NAFEC is moving closer to a system for all-weather operation.

With planning and economy in mind, this year will also see continued emphasis on employee manpower utilization and work standards. Greater emphasis will be placed on manpower utilization in all fields of work. There will be increased emphasis in career development planning and in employee welfare.

As we cross the threshold of the New Year, I look back to 1963 and the many accomplishments with pride and appreciation for the hard work, cooperation, and loyalty of all employees. Employees such as you have made the FAA a leading organization among the federal departments and agencies—and the Southwest Region second to none within the Agency. This was done while improving working conditions and boosting the welfare of the employee and his family.

I am looking forward with all of you for another progressive and prosperous New Year.

Archie W. League

Southwest Region Director

Harold C. Darling studies photograph of the Tri-motor Ford he flew in early thirties when he was a pilot on Pan American Airways Latin American routes.

Merle Hunter, Fort Worth ACDO, supervising inspector, poses with American Airlines personnel. He checked out six of the line's pilots in the Ford Tri-motor.

Darling Knew Old N414H When...

Two recent events brought a bit of reminiscing for Harold C. Darling, general aviation maintenance inspector at GADO-4 Fort Worth. The first was the cross-country flight of the Ford Tri-motor aircraft, N414H, and the other was the Southwest Region's assignment of responsibilities in Mexico and the Gulf of Mexico.

Both the N414H and the "South of the Border" countries had a direct bearing on his early days in aviation. Darling was the co-pilot/mechanic on Pan American's Brownville-Cristobal run when the Ford was in the service of that airline. About 60 of his 600 flight hours on the Latin-American routes were spent in the N414H.

Darling was at the Albuquerque GADO when the "Tin Goose," then leased by Trans-World Airways for a 2½-day trip across the country, set down there. He looked at the plane with the TWA markings and said, "That's her, but she was Pan American when I flew her."

Recalling some interesting hours in the N414H, Darling said Pan American had two planes of that model on the Cristobal run. There were also four other Fords of another model on the run, and still others, plus two tri-motor Fokkers, were limited to the Mexico City route.

"We never turned around for the weather," Darling commented. "There were no navigational aids in Central America. We just used a compass, climbed on top and, when it was time, dropped down through the clouds right on the dot."

He said air travel was popular and almost a necessary means of transportation in certain parts of Central America. The ten-passenger plane was favored by businessmen, salesmen, and children. It was only an hour's flight from Guatemala City to San Salvador, but it was a 24-hour trip by train.

In his dual role as mechanic, Darling performed maintenance checks and repairs at stops where there were no certificated mechanics. Maintenance checks were routine, but on one occasion he had to cope with a much larger problem when bad weather forced the plane down in a grass field on the Nicaragua-Costa Rica border. As the plane stopped, its fuselage sunk in a mud hole, damaging the center propeller, exhaust stack and motor mount.

He engaged six teams of oxen and their drivers to pull the plane from the mud. Using the tools he carried in the plane and with the aid of the local blacksmith, he completed structural repairs. A light plane brought a new propeller. Darling then had a string of a dozen 12-foot long 2x12-inch planks laid across the soggy ground for a runway, and he held the brake while the pilot "revved up" for takeoff. The initial momentum carried the plane along the planks and through the mud for a successful lift-off.

Another pilot and his aircraft weren't as fortunate. In this case, poor visibility and fuel exhaustion caused a forced landing, which was the only serious accident Darling recalls in his five years with Pan American. He said an airport manager, hearing echoes of the motors on mountains to the east, radioed the pilot of the approaching plane that he heard the plane in that direction. Actually it was west of the field. Failing to locate the field, the pilot made a forced landing in the swampy jungles, and the passengers were removed by natives in boats. There were no injuries, but the aircraft was abandoned.

About the same time Darling was reliving his Tri-motor flying days, another Southwest Region pilot climbed into the cockpit of a Ford Tri-motor. Merle Hunter, supervising inspector of ACDO-33, Fort Worth, flew the American Airline's "Tin Goose," which will soon take its place in the Smithsonian Institution. Hunter checked out six American Airlines pilots in the relic. Accustomed to the Boeing 707, he said he found the controls of the 110-mile-an-hour Tri-motor "sluggish." He then added, "But my flying it did exemplify the versatility of a supervising inspector."

Building 1 and 2 at Southwest Regional headquarters as visitors see them from the main gate.

Bank partitions make attractive offices.

View of comfortable conference room in former warehouse which once housed Fort Worth Center.

Employee enjoys one of the spacious new offices in renovated storage area.

Southwest Regional Headquarters Has A Long Tradition of Service

From its very beginning, the cluster of white buildings now housing the FAA regional headquarters was of service to aviation. The great strides man has made in aviation can be traced in the memories that haunt these buildings on Haslet Road north of the Fort Worth city limits. These date back to 1918 when the Navy established a helium plant here.

A non-flammable gas used in dirigibles and other craft in the lighter-than-air category, helium was needed by the Navy for World War I. The United States had a virtual monopoly on the gas, the bulk of which was made in Fort Worth until the plant was deactivated in 1928.

Thus, these functions left a mark on an older generation—and the buildings now housing the FAA offices are still the "helium plant" to many Fort Worthers. To a newer generation the site is the FAA Reservation. Its greatest change has been the maintenance progress which has made the reservation one of the most interesting and beautifully landscaped of any federal offices, but typical of the spacious Texas country.

Henry (Dusty) Jenkins, who went to work for the Navy in 1923, is still around the area. After the Navy left the reservation in 1928, he returned to work for the Division of Airways, Bureau of Lighthouses, the new occupant of the buildings. A part-time employee at first, Jenkins was later put on the permanent rolls and only recently left the headquarters for nearby Meacham Field where he is an electronics maintenance technician.

"The big airships used to come in here to gas up every once in awhile," Jenkins recalls of his early days as a Navy employee. Prominent in his memory is the Shenandoah, the 680-foot behemoth and pride of the Naval Air Service.

To accommodate the large ship a 184-foot-high mooring mast was built of 16-inch pipe across the road from the present headquarters. The large ship would fly in low to the ground, and the crewmen would drop ropes from nose and tail. "It was like working under a low-flying cloud," Jenkins said. The plant employees would gather in the mooring area to help with the docking.

Another large ship using the mooring mast was the Los Angeles. Smaller ships didn't use the large tower because of its height.

Jenkins said the office spaces were in building 1, the separation plant in building 2, and compressors and ice machines in building 3. Storage sheds stood where building 4 was built a few years ago. Fourteen large engines, fed by natural gas, powered the large generators which furnished the electricity. Gas was piped from oil fields at Petrolia and the Fort Worth plant extracted the helium with a freezing process. Helium was bottled and stored, and the natural gas was sold to home users in the vicinity.

In 1928 the plant personnel moved to Amarillo where a better grade of helium could be produced cheaper. The next year the facilities were turned over to the Department of Commerce, and the Airways Division started the work of building a beacon every 10 miles along the airways and a landing field every 50 miles. From this infant has grown the present FAA.

With some exceptions, the same buildings originally used on the reservation have been renovated for office space. However, this has been done only within recent years. Through the World War II period all offices were concentrated in building 1. In the 1950s, building 2 was gradually changed from a storage area and building 3 from the Central Depot. Another large building, now designated number 4, was constructed during this period. It, like the other buildings, is made of concrete block. The changeover to office spaces in the four principal buildings was completed in early 1962 when the Fort Worth Air Route Traffic Control Center was moved from building 3 after occupying space there for almost 15 years.

The reservation now contains 22.6 acres of land, with 22 buildings of all sizes and a recently-completed heliport. The buildings and grounds are utilized at a very low maintenance cost. One of the features noticed by a visitor to the reservation is the small lake in front of the building complex. It was built in 1922 as a source of water to cool the large generator engines and for firefighting.

After the FAA predecessors took over, the lake was maintained for fire-fighting purposes, because the reservation is outside the city limits. Today it is an important part of the reservation landscaping since city utility services have been extended past the city line to the headquarters.

Its pastoral setting may differ sharply from other regional headquarters, but its high purposes are the same as others. Built on a tradition of service to aviation, the Southwest Regional headquarters buildings has supported progress and safety in aviation for 45 years—from lighter-than-air through jets and confidently to the reality of the supersonic age.

Aerial view of headquarters reservation. Main entrance is in upper right.

The lake, once a necessity for fire-fighting, dominates the landscape.

DISTRICT OFFICE PLAN RATES "A" IN FIRST YEAR

Participating in the conference were (back row) Carl J. Gunn, C. G. Warner, Charles F. McNulty, and Alvin A. LeBlanc, respective chiefs of SMDO, Fort Worth, San Antonio, Albuquerque, and New Orleans; front row: James L. King, SMDO Chief, El Paso; W. A. Hankins, Assistant Division Chief; B. J. Vierling, Director, Systems Maintenance Service; M. M. Martin, Division Chief; and James M. Lenox, Tulsa SMDO Chief.

Six Systems Maintenance District Offices were established in late 1962 in a decentralization move. In a recent Systems Maintenance conference held in Houston, a check was made on the operational concept in the District Offices.

The report card showed an excellent rating for the first year of operations, and the conference was used further for discussions of ways to improve the already well-working machinery. Management of District Programs and resources under decentralization and Systems Maintenance philosophy, policy, and operational concepts were reviewed and discussed.

Under the District Office concept the chiefs assume responsibility for management of personnel, money, and other resources. Chiefs, with the Division providing staff assistance, have become real managers. The manager-chiefs are now working in close relationship with the man in the field—and to his work and problems. They select their personnel for further training and are responsible for their development.

Attending the conference with the Regional personnel were representatives from the Washington office and other regions, all of whom participated in the discussions. B. J. Vierling, Chief of Systems Maintenance Services, expressed a keen interest in the district level programs and complimented the region for the forward steps that have been taken in decentralization.

Guests attending conference were (l to r) C. W. Mueller, FAA Academy; N. F. Barritt, Central; H. E. Aldridge, Western; Mel Morrison, Eastern; E. A. Fisher, Alaskan; A. W. Schmitt, FAA Academy; L. B. Haggard, Southern.

Area Pilots, Mechanics Gather At San Antonio Safety Meeting

More than 100 pilots and mechanics attended a general aviation safety meeting sponsored by the San Antonio tower chiefs and GADO personnel in October at the Brooks Aero Medical Center.

Four chiefs or supervising inspectors covered a wide range of subjects:

Billy Tharp, Chief, Stinson Field Tower, spoke on common traffic problems and how pilots can help through understanding and willful compliance.

George Brunner, Chief, International Airport Tower, commented on traffic patterns and safety matters at San Antonio International Airport.

Robert Royal, GADO maintenance inspector, lectured on aircraft weight and balance. Through the use of a practical loading demonstration of a model airplane, he vividly explained the importance of loading aircraft properly.

H. S. Hubbell, GADO supervising inspector, outlined the major causes of accidents and violations. He told of the need for basic instrument and refresher training and, through blackboard illustrations, demonstrated why lack of knowledge of fundamental aerodynamics contributes to accidents.

Questions from the audience were numerous during the discussions and demonstrations. In addition, many of the airmen formed informal discussion groups after the close of the scheduled sessions.

FSS-SMS Players in Tournament

Tower personnel trounced Flight Service Station-Systems Maintenance Sector players in the Inaugural Midland FAA Annual Golf Tournament held during October. Final standings in the 13 matches were nine wins for the Tower and four for FSS-SMS.

This was a handicap and point tournament, and entry fees were used to purchase individual trophies and a traveling team plaque.

In the final standings listed below the winner of each match is named first.

From Tower were: R. P. Anderson-D. F. Anderson; J. W. Clowers-W. M. Henry; E. A. Holmes-B. E. Wilson; R. T. Kennedy-O. M. Carmouche; E. C. Odle-W. P. Carlton; H. A. Stallings-M. D. Garner; D. K. Thompson-B. J. Gage; R. M. Truly-R. W. Reed; and H. J. N. Walker-J. A. Austin.

From FSS-SMS were: H. K. Hankins-J. C. Havins; L. G. Joplin-J. B. Lyles; B. D. Austin-G. T. Mann; and R. E. Leverich-H. E. Phipps.

CONTROLLER HAS A SWEET THING GOING FOR HIM

A hobby started by Leslie Templeton, New Orleans Lakefront Tower controller, grew into a sweet success story as his bees literally swarmed into a growing business.

Templeton first became interested in the *apis mellifera*—the honey bee—in 1958 and bought two hives which he placed in his backyard. As he observed the activities, his mild interest in his hobby soon changed to a wholesome respect for the busy little creatures. By careful managing and effective swarm control he enlarged his holdings and now has 100 hives in the New Orleans area, 50 at Baton Rouge, 10 at Picayune, Mississippi, and a considerable number in the North Louisiana area.

New Orleans policemen have recognized Templeton as a man who knows his bees. If a honey bee-beset homeowner in the metropolitan area were to call the police for assistance in removing a swarm of bees from the eaves of his house, chances are the gendarmes would not respond directly, but would call Templeton, the "bee man." In fact, when any of the local service agencies receive similar calls, the Templeton phone usually starts ringing.

Templeton is completely sold on the honey bee and his enthusiasm waxes strong on their contributions. He tells of the therapeutic value of honey and of the vast services the bee renders in the pollination of some plant life. He believes the true value of the honey bee will be more fully determined as scientific research progresses.

Templeton collects the honey twice a year, during June and August. He has received plenty of stings, but has now learned the proper handling of hives so as not to frighten the bee into stinging. Once he dropped a hive and received about 150 stings, but considering a productive hive has about 75,000 bees, he was thought lucky. This was the one time he considered giving up his hobby.

To work with honey bees, Templeton advises, one must emulate the bees and never be discouraged. For example, a hive can be nearly destroyed and, without stopping to cry over spilled milk—or honey—the bees resume work right away as though nothing happened. Also, if some jobs within their society are not accomplished, new job assignments are arranged without confusion.

Bees communicate effectively among themselves. According to Templeton, when a foraging bee returns to the hive with a load of pollen and nectar, she first treats the bees that gather around her to a sip of nectar and then goes into her act of communications. If the pollen is close by, a "round dance" is performed; if the food is more than 100 yards away, a "tail-wagging dance" is in order. These dances appear to inform the other bees the exact distance and direction of the pollen.

Templeton feels that traffic controllers are much like bees in the thoroughness with which they perform their duties. They don't put their whole body into the art of communication, as the bee does, but their spirit and devotion to duty compares favorably with the *apis mellifera*.

Longview Controller Volunteers Time for Radiological Teaching

Kenneth L. Herritt

Kenneth L. Herritt, air traffic control specialist at Longview CS/T, has put to work information he learned from the FAA course for radiological monitors and an extension course. He conducted a class in radiological meter reading for a group of Gregg County Civil Defense officials.

For his classes, taught during his off-duty hours, Herritt used the Civil Defense course outline for radiological instrument operation and Civil Defense material.

Twenty-four persons attended: six Longview policemen, two Gladewater policemen, six Longview firemen, two Gladewater firemen, two Kilgore hospital officials, two Longview Post Office employees, two Longview First National Bank officials, one Gladewater First State Bank official, and one Longview City Water Department representative.

Distribution Unit Grows Rapidly

Bill Gallemore, Chief, works in the rapidly expanding Distribution and Forms Unit of the Administrative Services Division. The unit handles more than 264,000 issuances for the operating and staff divisions; the acquisition, distribution, and storage of aeronautical charts; the maintenance of all technical manuals; the stocking of extra copies of Washington and Regional issuances. Starting operations a year ago with two file cabinets for storage space, the unit requires twenty-nine file cabinets, forty bins for forms and issuances, and fifteen wall cabinets.

COORDINATORS LONG ASSOCIATED WITH AVIATION

Carl L. McClain

Fred S. Shine

Carl L. McClain, Chief of the Roswell Flight Service Station, is area coordinator for that part of New Mexico. Other facilities include the Tower, SMS-214, and the Air Traffic Representative at Walker Air Force Base.

McClain received his early training in aviation with the Marine Corps, serving as an airplane and engine mechanic and aircraft radioman. He did duty on the Navy's first aircraft carriers—the *Langley, Saratoga, Lexington,* and *Wasp*—with a Marine bombing squadron in the late 1930s.

Leaving the service in 1941, McClain went to work for the CAA in Seattle and later transferred to Alaska. He came to Albuquerque in 1946 and with the exception of two years in Colorado he has been at New Mexico stations since. He was assigned as chief of the Roswell Station in early 1959.

A native of Oklahoma, McClain attended schools in New Mexico and was graduated from Cliff High School. School activities included baseball, track, and public speaking.

Fred S. Shine, Dallas area coordinator, has been a licensed pilot for more than 32 years. He has been supervising inspector of GADO-2 since late 1960.

A native of Oregon, Shine was graduated from Pomona, California, Junior College in 1933 and obtained his private pilot's license two years before graduation and his transport license the following year. He was a flying instructor from 1934-37 at Pomona and flew hunting and fishing parties on chartered flights into the high Sierras.

In 1937 Shine joined the Army Reserve and during World War II flew in pursuit aircraft and worked in engineering test flights and in missile development. As a member of the Texas Air National Guard, he served in the Korean conflict and now holds the rank of reserve lieutenant colonel.

Associated with the CAA/FAA since 1939, Shine has served in several capacities and came to Dallas from Washington where he was chief of Pilot Certification and Training Section. Dallas facilities include the Love Field, Redbird and Addison Towers, FSS, ACDO-32, GADO-2, and SMS-402. The latter facilities are all in the Love Field area.

Different Views Stated About Information Program

Employes reaction to the FAA HORIZONS varies to extremes, the recent poll of Southwest Region employees revealed.

In order to gauge the interest and opinions of the new employee information program, particularly in the fields of the publications, FAA HORIZONS and INTERCOM, a questionnaire was mailed to each employee. About 50 per cent—2,451 employees—replied.

Replies indicated that 2,158 of those persons answering the questionnaire read the magazine. In addition, it was reported the magazine was read by 1,582 employees' families and 153 neighbors.

On the principal question of mailing the FAA HORIZONS to home addresses, 2,163 replied they preferred this method of distribution. A much smaller group, 143 employees, asked that the magazine be sent to their facilities.

Ratings of the magazine were 484 excellent, 1,176 very good, 486 good, and 100 fair.

A question was also included as to whether the employee saw INTERCOM at work. About one-fourth, 569 persons, said they didn't while 1,604 replied in the affirmative. Seven other employees replied they "sometimes" saw it.

Comments on the magazine ranged from "junk mail" to "excellent, hope you continue." Opposition was voiced by about 60 conservative-minded employees who thought the money expended for the two publications could be spent more advantageously on increased salaries and new equipment. The poll showed an overwhelming majority who lauded the idea of both publications.

Purpose of the survey was to obtain information for future management of the publications, especially FAA HORIZONS. It is realized that the information program works both ways—from the field as well as from the higher echelons. This information will be an invaluable guide.

Free Falls Fascinate Coordinator After Becoming Sky Diver on Bet

Warner Gilbert, New Orleans Controller, says he can perform and maneuver like an aircraft can except maintain and gain altitude. And he isn't engaging in impossible fantasy when he says it. An avid sky diver, Gilbert is speaking of the maneuverability of a parachutist during free fall.

Two years ago Gilbert made his first jump as a result of a bet. Since that time he has made about 90 jumps and now holds a Class B parachutist license and is a member of the Parachute Club of America.

Gilbert has become one of the top jumpers in the local club, The Delta Sky Divers, and often participates in air shows. The 20 members of the club usually make accuracy jumps and the competition to land as close as possible to a given target is keen. If a jumper misses the target by more than 50 yards, he is always in for some "ribbing" from his fellow jumpers which usually sharpens up the chutist.

Although Gilbert once lost to shifting winds and landed in the shallow part of Lake Pontchartrain, he hasn't had any narrow escapes in his two years of jumping. Neither has he used his reserve chute, which is packed by a licensed parachute rigger. An expert rigger himself, Gilbert always packs his own main chute.

Gilbert says he enjoys the thrill of parachuting, and the "floating" exhilaration of the free fall will probably always attract him to sky diving. However, this view isn't shared by other members of his family. His wife wishes he had forgotten about that first bet and had stayed firmly on the good earth.

Free-fall hobbyist Warner Gilbert

THE FAA'S FIFTH ANNIVERSARY BROUGHT NEWS ABOUT SST AIRCRAFT

The key event of the Fifth Anniversary of the FAA at the Center came in an address by Gordon M. Bain, Deputy Administrator for the Supersonic Transport.

Bain spoke to the Board of Directors of the Oklahoma City Chamber of Commerce.

Also attending the meeting from Washington were William J. Schulte, Assistant Administrator, Office of General Aviation Affairs and Alan Dean, Associate Administrator for Administration.

In speaking of the SST program, Bain pointed out the many problems that are faced in the production of the SST.

He said that, when developed, plans call for the SST to carry from 125 to 160 passengers, have a range of about 4,000 miles, carry a payload of 30,000 to 40,000 pounds and cost between $20 and $40 million.

He also said that another of the major problems is the sonic boom created by the supersonic aircraft.

To avoid the sonic booms, the SST will have to operate at 60,000 to 70,000 foot levels, about twice the altitude used by today's jets.

The extreme heat at high speeds makes research in various types of metals essential—titanium, for example.

Titanium is being closely studied, and if manufacturers can come up with this metal in an economical price range, it will aid the program a great deal.

If a solution to this problem is not found, it could seriously restrict domestic operation of the supersonic transport, he said.

Left: Gordon Bain smiles at Chamber members. Right: Alan Dean, Associate Administrator for Administration.

Lewis N. Bayne makes speech to luncheon group. The Manager of Aeronautical Center introduced Gordon Bain.

Gordon Bain faces the cameras when he is interviewed by KWTV newsman Ed Turner before the luncheon.

Keith Lutz, Chairman, Oklahoma Aeronautics Commission; William Karpenko, District Airport Engineer; William Schulte, Assistant Administrator, Office of General Aviation Affairs; F. M. Petree and William Montin.

SWEARINGEN RECEIVES A FLIGHT SAFETY FOUNDATION AWARD IN ATHENS

"For initiative, imagination and also physical sacrifice involving actual injury as a result of impact studies in which he acted as his own subject" reads the citation for John J. Swearingen.

The Chief of the Protection and Survival Branch of CARI received one of two individual citations awarded by the Flight Safety Foundation in 1963 for distinguished service.

Swearingen pioneered in studies that involved human tolerances in vertical impact; injury from the explosive effects of rapid decompression; air blast forces; and human strength capabilities for operation of controls.

Swearingen also led the development and testing of a 25-times-gravity force shoulder harness lap-belt for use on folding seat backs in light aircraft.

He also developed "Oscar" the first human-like dummy for use in air accident survival tests. "Oscar" has had a long and proud career, and was at ground zero when the first U.S. atomic tests were made in Nevada.

"With little regard for his own safety, Swearingen utilized himself as an experimental subject in hazardous vertical impact tests in which loads of approximately 100 Gs were imposed upon him.

"Data from these tests have provided highly important information on the crash load parameters which man can withstand and survive, and these will undoubtedly be of invaluable use in the crash safety design in such aircraft as the supersonic transport," the citation said.

John J. Swearingen

AIRCRAFT SERVICES BASE PLAYS HOST TO TOP MANAGEMENT PERSONNEL

The Aircraft Services Base of the Aeronautical Center was a recent host to top management personnel of the Agency's aircraft maintenance program.

The three-day meeting was chaired by George Hudson, and was devoted to discussing ways and means of improving airframe and powerplant maintenance of Agency aircraft. Topics included maintenance systems, safety, modification, future Agency aircraft, training, supply support, cost accounting, etc.

The delegates were welcomed to the Aeronautical Center by Manager Lewis N. Bayne. The keynote address was given by Leonard J. Miraldi, Acting Chief, Aircraft Services Division. Col. John T. Ford, Chief, Flight Inspection and Procedures Division, and Robert L. Sicard, Chief, Aircraft Services Base, also spoke.

The second day's speaker was W. Lloyd Lane, Deputy Director, Flight Standards Service. The following day, the key speaker was James M. Vines, Assistant Chief, Aircraft Services Division.

Jack G. Webb, Special Asst. to the Associate Administrator for Programs, Washington, was a visitor in November. He was here to take flight training in the DC-3 and Convair.

Robert L. Sicard, center, presented cash awards for Sustained Superior Performance in November. They were, left to right: Delores Stinson, Susan Anders, Carol Rose, Glyndon Parsons, Bunnie McCool, Harold Harvell, Syble Allen, Stacy Turner, Theodore DeWitte, William Davis, James Burke, Donald Schein, L. E. Delehay and Wilhelm Wesenick, Jr.

VIP EXAMINES 'FOGAP' DURING VISIT TO CARI

Emile Cubeisy, Director General of Civil Aviation, Jordan, is shown discussing a new research tool invented by Jack Earley of the Civil Aeromedical Research Institute, with Dr. Stanley Mohler, CARI Director.

Cubeisy is holding the FOGAP (Force of Grip and Pressure) apparatus which, when attached to the control wheel of a conventional light plane, measures the forces applied by the pilot in executing specific flight maneuvers.

Dr. Mohler recently flew to Atlantic City and back in a Comanche equipped with the device, and is pointing out some of his unexpected findings. Others, left to right in the picture, are Dr. Robert Wick of the Aeromedical Standards Division, Dr. Paul Smith of CARI, Dr. Richard Harper of the Aeromedical Standards Division and Dr. William Albers, Chief of the Aeromedical Standards Division.

SEVEN GET CASH AWARDS

Robert L. Sicard, Chief, Aircraft Services Base, is shown presenting cash awards in a ceremony late in November. Those receiving the awards, left to right were: Edgar Cones, Everette Garnett, Kenneth Kinnamon, John Pryor, Ben Tankersley, Marvin Brown and Charles Brumley.

Inner Secrets of Human Hearing Studied by Scientists at CARI

The peculiarities of the human ear—how it picks up sound, segregates it, and translates it into action—is a subject of concentrated study at the Civil Aeromedical Research Institute.

The babble of voices, laughter, the clink of glasses, the opening and closing of doors, the drone of fans and air conditioners, background music, the clatter of office machinery, all compete for attention wherever groups of people gather.

Scientists jocularly refer to this as the "cocktail party effect."

While the research deals with the broad phenomenon of hearing, it also applies to signal localization for pilots, and to air traffic controllers who must single out competing messages from the constant sounding of their radios.

The processes of hearing have been studied for over 100 years, according to Dr. Jerry Tobias of the Sensory Psychology Section of CARI. He pointed out, however, that very little is known or understood about its oddities.

For instance: Suppose a specific note or tone is directed by headphones only to your left ear. Then bring in another sound, say the buzzing of a saw, and gradually raise the level, the second sound will mask out the first one.

Then, if you put the buzz saw noise in the right ear you will be able to detect the original tone again.

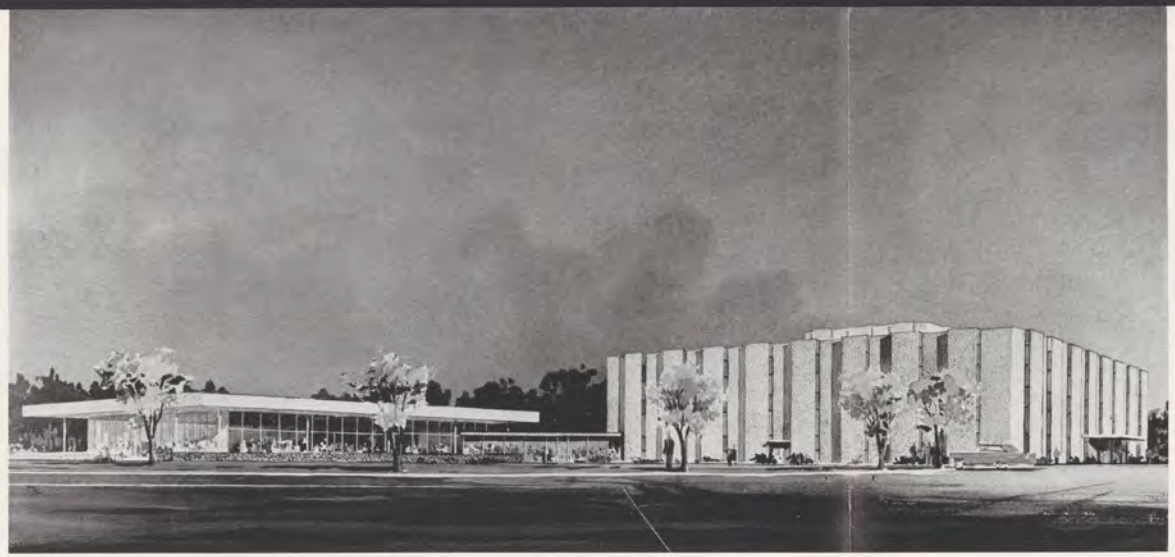
You can also aim your auditory system down a narrow channel, without turning your head, at the voice you want to hear. Eavesdropping is a less scientific way of expressing the same thought. You listen while pretending to read the newspaper, for example.

But, if you cover one ear, you get the noisy background. Uncover the ear and the voice you were listening to rises out of the background.

The explanation? When you hear a sound from the side, it travels to the ear closest to the sound at about 1,100 feet per second. Microseconds later, it reaches the other ear drum with a slight change in intensity.

The sound travels in a circular path around your head. As it moves to the farther ear, it reaches a point, either directly in front, or directly behind your head. At this point the time and intensity differences are zero.

If you want to make noise ineffective, Dr. Tobias explains, you move it dead ahead and put it in both ears at once, directing the signal you want to hear into only one ear.



UP!
UP!
UP!
UP!
UP!

RECORDS BUILDING GOING UP!

Cement-mixers, cranes, asphalt-laying machines, and heavy trucks are commonplace sights at the site of the Aeronautical Center's new Records Building. A regular "symphony" of construction—the sound of cement pouring into forms, of rivets being fixed into beams, of girders going into place—is staged each day for employees at the Center. The whole panorama at the construction site becomes much more meaningful when these facts concerning the project are known:

- The total cost of the building is $3,462,560.
- The building's gross area is 149,659 square feet.
- Area of the building will amount to 105,127 square feet.
- Computer Facilities and Communications will be situated in the basement.
- The Computer Services Branch, the Photo Lab and the Mail Room will be on the first floor.
- Data Analysis and Applications, the Operations Airman Examination Section, and the Film Library will be on the second floor.
- Aircraft Registration, Airman Certification and Control Systems and the Division Office will be on the third floor.

AGENCY'S DIRECTED STUDY PROGRAM IS IN PROGRESS AROUND THE WORLD

A student in Thailand looks through a course in Air Traffic Control, another in Turkey studies a course in Systems Maintenance and an FAA man in Argentina reviews the latest developments in transmitters, transistors and computers.

Currently thirty-three technical courses are offered by the Non-Resident Training Division of the FAA Academy.

These are "correspondence courses," in the broadest sense of the word. Civil aviation's acceleration in technical knowledge requires the man in the Agency to keep up with the techniques, and, since most of these men can not leave their far-flung posts of operation, the training is sent to them.

More than one-sixth of the 46-thousand Agency employees are enrolled in one or more of the courses offered, ranging through electronics, mathematics and even into the supersonic transport program. The Directed Study training program is considered as unique among civilian agencies of the Government, particularly for the value placed upon it by students at widely scattered locations.

More than 5,000 students are taking some sort of Systems Maintenance course, and the total number of lesson assignments averages 4,000 per month. It was in "facilities electronics" that the correspondence program started 18 years ago. There was a need then to help maintenance people prepare for training on the new Instrument Landing System.

In 1946 the Facilities Directed Study program was reorganized as the Non-Resident Training Division of the Academy to implement home study courses in the area of Flight Standards, Air Traffic Control and Supervision-Management.

A two-part transistor kit brings the laboratory into the home of the student so that he may perform 11 college-type experiments in conjunction with training in semiconductor circuits. The kit is supplied on a loan basis and is returned with the laboratory.

Assembly-line methods are used to sort the incoming mail from students for distribution to the instructors. Course card shows previous work of student, his personal history and educational background. This enables student to receive personalized assistance.

Four courses were used specifically in the Flight Standards area. In Air Traffic, three courses are scheduled for the current fiscal year.

To give some ideas of the interest apparent as more and more technical people "pick up their options" to improve themselves, these figures are indicative: Systems Maintenance-5152, Flight Standards-784, Installation Training-192 and International Aviation-168. The FAA also helps the Weather Bureau in a specialized course for 200 technicians.

Courses are constantly being written or up-dated. The most recent course is Supersonic Fundamentals, which covers the basics in aerodynamics from the subsonic through transonic and on into the supersonic and hypersonic ranges of aircraft. Using charts, graphs, illustrations and photographs, this course does not require advanced mathematics, yet does cover the subject at technical levels of moderate depth.

A significant number of students in foreign countries take the course under arrangements with the Agency For International Development.

So widespread has been the effect of the program that the expression "The World Is The Campus" is an appropriate sobriquet.

One distinguishing feature of the program is the individual attention by instructors to every lesson-paper submitted.

Employees in the highly specialized areas of civil aviation have found the Directed (Home) Study method to be sound, economical, and in conformance with existent techniques of education.

Regulations and authorities for enrollment can be found in Agency Order PT 3000.6 on Directed Study Training, and courses are listed in the FAA Catalog of Training Courses, Order PT P 3010.2.

New Lights Will Aid in Search and Rescue Work

Lights that will glow for as long as 12 years and others that rip the darkness as brightly as the sun, are two of the projects that have been receiving close investigation by the Protection and Survival Branch of the Civil Aeromedical Research Institute at the Aeronautical Center.

Development of dependable emergency lights for rafts and life jackets is a safety contribution of the highest importance, making possible swifter evacuation in the event of a night ditching, (passengers can see where they're going) and helping search and rescue workers locate drifting rafts.

The long-burning lights contain radioactive tritium, an isotope of hydrogen. Even though rafts so equipped are stored away for long periods of time, the tritium incandescence will not diminish, because radioactive gas is self-luminous and needs nothing to initiate the glow.

While there are many other possibilities for the tritium lights, CARI researchers are concentrating on evacuation projects.

The second experiment is being carried on with Xenon, a rare inert gas found in the atmosphere. Its sun-like radiance is hard on the eyes but this very quality increases its safety factor, as lamps containing minute amounts of this element can be of tremendous assistance in locating rafts or passengers in daylight as well as in darkness. Xenon lamps are powered by small batteries that will run for 36 hours and can be easily replaced from spares in the emergency kits.

Robert L. Sicard, Chief of the Aircraft Services Base, in November, presented Quality Within-Grade Pay Increases Awards to Lauro Ochoa and William Hayward.

AFTER 12,500 FIXED-WING HOURS, MRS. NOYES CHECKS OUT IN CHOPPER

A veteran woman pilot, with more than 12,500 hours, can now fly helicopters.

Mrs. Blanche Noyes, Chief of FAA's Air Marking Staff, stationed in Washington, was at the Aeronautical Center in November, taking a "chopper" course.

"It was a wonderful experience," she said, "and I am thrilled and delighted. It was a real challenge."

The very personable Mrs. Noyes has flown many types of aircraft, including jets in her thousands of hours in the air, but this was her first encounter with the controls of a helicopter, although she had been a passenger in one previously.

"It was at Paris," she said, "The pilot was a Frenchman and he didn't speak English, and I don't speak French.

"About all we got across to each other was when he would point up and we would go up. Then he would point down and we would go down."

She was a close personal friend of Amelia Earhart. "She was my best friend," she recalls.

Mrs. Noyes chats with Instructor James T. Kerr before a flight.

Mrs. Noyes is a veteran of the Federal service, having joined the CAA in 1936, and she has received many awards during her public career, the most recent being a "Federal Womans' Award," which read in part: "for her success in formulating and directing systems of visual aids for air navigation and her brilliant leadership in the establishment, maintenance, of the Government's air marking program."

NATIONAL ACCIDENT INVESTIGATION SCHOOL COMPLETES FIRST SESSION

The National Accident Investigation School at the Aeronautical Center ended the first session with a "well done."

Dean Marion Roscoe, head of the school reported that he was "well pleased" with the first class that was graduated in November.

The first "students" were experts in the field, and were enrolled in the first course to offer a guide for future courses. The next class is scheduled for early spring.

"The input from the people who took the course, back to us, showed the strengths and weaknesses of the course," Roscoe said.

The students in the first class represented a cross section of experience from 25 years in the field to a brand new employee.

Roscoe said they would not change the scope of the course, for it has to be broad in character, but they will have certain refinements of performance activities in future classes.

This will include classification of failed parts, trouble shooting of engines and systems for failure or malfunction, and they will amplify the report writing.

The CAB instructors in the class and the Non-Resident Training Division of the Academy will evaluate the reports.

Some 263 units of the course were evaluated by the graduated students, in addition to other points of the course.

Whitney Gilliland, a member of the Civil Aeronautics Board, delivered principal address at NAIS graduation.

Instructor Tom Collins points out one of the instruments used in the class session to group of students.

Left to right: Jim Maupin, Ass't. Dean, NAIS; M. F. Roscoe, Dean; Jack Halpern, CAB; Ralph Stokes, Permanent CAB Instructor; Pat Grimes, CAB; Harry Wachsler, FAA; Allen Devoe, FAA; Alfred A. Dessert, Permanent FAA Instructor; Robert Shaw, CAB; Eldon S. Gubler, FAA; J. W. Hickenlooper, Permanent FAA Instructor; Lewis A. June, FAA; Clifford Sheker, Permanent CAB Instructor; Joseph Silva, CAB; Walter S. Watson, CAB; Robert Boone, FAA; W. T. Zendler, Permanent FAA Instructor; Hon. Whitney Gilliland, Member of the CAB.

Above: Glen Brockman with a trophy buck shot on the Colorado trip in November. Below: Bob Combs, Gerald Holliday and Al Camire with several trophies of the chase they brought home from a trip west to Colorado.

Aero Center Has a Large Group of

OUTDOOR LOVERS

The Standards Division of the Aircraft Services Base has more than its share of outdoor types.

During the fall months, they took advantage of the Indian summer days to spend some time on the large Oklahoma lakes and go to neighboring states to do some deer hunting.

Clyde Daniels, Chief of the Standards Division, an expert with the rod and reel, really took in a large catch at Lake Texoma.

He said that the late months of the year are an excellent time to fish for the white bass or sandies and he has always pulled in at least 50 and, more often than not, hooked 80 or more of the beauties.

Daniels says the best way to catch them is toss a spoon type bait to the bottom, and then bring it in slowly.

Two other outdoorsmen from Standards Division, Bob Combs and Gerald Holliday, along with Al Camire, of IM-980, took a deer-hunting trip to northwest Colorado in November.

All three of the hunters bagged their limit, two of which were nine-pointers.

This was an annual event for Combs, for he often goes to the Colorado-Wyoming territory.

Last year he shot a trophy deer in the Medicine Bow Range at Battle Mountain. It was a 12-point buck with a 38-inch beam, and weighed 342 pounds field dressed.

The highlights of the trip were sensational. Holliday made a 600 yard shot that brought down a 9-point buck.

The hunters said that Camire's cooking was really out of this world.

Como played the Frank Buck type of operation and tried to land a buck with only his hands.

He had to finally quit when he had a boot slashed by one of the deer's hooves.

WESTERN REGION ROUNDUP

A Message from Joseph H. Tippets

In his many public expressions, Mr. Halaby has emphasized to the American people that FAA employees are serving their country in a most unusual and a very real sense. In his State of the Union message, January 30, 1961, President Kennedy said, "Let the public service be a proud and lively career. And let every man and woman who works in any area of our national government, in any branch, at any level, be able to say with pride and honor in future years: 'I served the United States Government in that hour of our Nation's need.'" I cannot overstate how meaningful this thoughtful utterance should be to us in the Federal Aviation Agency.

Our Agency serves the world's greatest air transportation system—a free enterprise system—our Agency is an inseparable entity in the air defense and military preparedness of our Nation. In all of international relations, aviation is proving to be the over-riding single ingredient toward achieving better understanding and improved working relations between sovereign countries of the world. Here again, we in FAA serve our country in a direct and real manner. All that we do—aircraft engineering, air traffic control, ground systems, airports administration—each function, each individual in his specific assignment, is truly in the "Public Service" and is making a worthwhile contribution to the progress of man in his ever-changing world.

• **KUDOS**—To ROGER DENKER, NATHAN E. WARD, and the staff at the Renton tower for placing that facility over the top in the complete UF drive. (Renton, incidentally, was also 100 percent on the Savings Bond Campaign). . . . NEIL HELBERG of the Pueblo, Colo. combined station/tower, who was instrumental in saving the life of a baby being flown from Los Alamos, N.M., to Denver, Colo., on a "mercy" flight. The baby was in an incubator and the oxygen system failed. HELBERG arranged for an emergency stop at Pueblo and for notification of firemen who administered oxygen to the infant. . . . EUGENE VAN ZWEDEN and FRANK C. FEHER of the Salt Lake City FSS for assisting a pilot in a landing at Ogden following a "Mayday" call. . . . GEORGE D. MOCKEMUEHL and KARL I. SNYDER of the Salinas FSS for a similar service to a disoriented pilot. . . . RUDOLPH VELASCO, electronic maintenance technician at the Burbank SMS, who volunteered as an interpreter when the pilot of an Argentine Air Force C-54 coming in for a landing at Burbank advised that neither he nor anyone else aboard could understand English very well. RUDY got on the mike and relayed controllers' instructions to the Argentine pilot, to get him on the ground. . . . ROY N. JOHNSTON and WILLIAM J. NEWMAN of the San Jose tower who prevented costly damage and a possible tragedy when they warned a pilot that he was coming in for a landing with gear retracted. The aircraft, just 5 feet above the runway at the time, was able to execute a safe go-around. . . . DAVID C. BURNS, Chief of the Ukiah Station, and JOHN COX, Chief of the Sonoma County tower, for excellent pinch-hitting at an aviation seminar at Angwin, Calif. when scheduled speakers failed to show up because of poor flying weather. . . . GEORGE S. BALDWIN, Oakland ARTCC controller, for receiving the ATCA Scroll Award for outstanding ability—the second highest individual honor presented by ATCA annually. . . . JIM BURKHARDT, Tower Chief at Gillespie Field, for excellent public relations in his area. . . . BOB ELDER and GALE HANSON of the General Aviation Branch, Flight Standards, for an outstanding Western Region Flight Safety Week program aimed at increased Blue Seal pilot certification. . . .

• **IN THE PUBLIC EYE**—Oakland ARTCC received honorable mention in the ATCA "Facility of the Year" award for pioneering the changeover into a new Center building and for work on the Area Positive Control Program. . . . EVERT YOUNG, controller at the Denver ARTCC, rated a photo on a feature story by MILLIE SEEWALD in the Longmont *Daily Times Call* when he flew his home-built plane. . . . Bakersfield, California, carried a page-one feature on Meadows Field Flight Service Specialists. Article points out that FAA at Meadows last year sent out more than 5,400 flight condition messages, the largest number of any station in the United States. . . . Crescent City *American* had a photo feature on the visits made to FAA facilities at Del Norte Airport by school children. . . . Seattle *Times* featured a story on a $1,750,000 expansion program at Sea/Tac. . . . Antelope Valley *Press* published a full page on FRED CARPENTER and his family. Fred heads the SMS Palmdale, and is also the Area Coordinator there. . . . Seattle *Times* carried an interview with EDWARD C. MARSH, Deputy Director, by ROBERT L. TWISS, the paper's aviation editor.

• **SCATTER**—Tenants at a nudist colony on the mountain slopes northwest of Phoenix are up in arms over "peeping planes" and are jotting down aircraft numbers for future action. A letter from the colony's proprietor, posted on the Deer Valley Airport bulletin board, asks for "a little more piloting and a little less peeping on behalf of area aviators." . . . Boeing *News* carried a feature on a Halloween witch, fiying a broom, seeking landing clearance from Renton tower, and the "consternation" this causes.

• **IN THIS ISSUE**—We could have devoted this entire issue to the tremendous job done by all concerned on the 5th Anniversary celebration—but space kept our feature to one page. . . . Our thanks to the Seattle *Post-Intelligencer* and to KEN GRANT for the inspiring feature on BOB WILEY (we got the idea from the P-I; the writing is ours). . . . CECIL ELLIOTT gave us a big boost on our San Diego feature—he's our Area Coordinator there. . . . It isn't often a new airport is dedicated; we thought the new one at Tacoma deserved a story, especially since FAAP money in the project approaches the million-mark. . . . FRED MARKS at Oakland ARTCC has forged such a fine working relationship with SAC we thought we ought to tell you about it. . . . Your suggestions on *Horizons* features, your general comments, and your criticisms are always welcome at WE-5.

San Diego area's 70 miles of coastline provide year-around recreation.

Above: North Island and Lindbergh control positions. Below: Military, commercial, and pleasure craft ply San Diego bay against downtown scene.

HORIZONS
Visits San Diego

Miles of ocean beaches, towering mountains, colorful desert, Mexican borderland—this is San Diego, a city famed for even, mild climate, natural beauty, and historical significance.

The city rises upward and eastward from the harbor, providing picture-postcard views of San Diego Bay, Mission Bay, the coastline of the Pacific Ocean, and Baja. Much of San Diego's activity centers around the bay. Vast Naval and Marine Corps shore installations fringe the harbor. Civilian aerospace plants are a vital, growing industry.

From a population of 27,000 in 1927, San Diego has grown to over 700,000 in 1963.

Aviation has kept pace with city growth. New facilities are scheduled at Lindbergh Field, Montgomery Field, Ski Island, Mission Bay and Miramar NAS in the San Diego area.

San Diego's Systems Maintenance Sector 110 was established in 1941 with a crew of one. After the war, it began to grow rapidly and now takes in the metropolitan area as well as Oceanside, Julian and Los Pinos. C. W. Elliott heads the sector. A total of 35 electronics specialists maintain present commissioned facilities.

Miramar RATCC controls an area of 3,225 square miles from the ground to 23,000 feet. All types of military aircraft and civilian aircraft from turbojets to small Cessnas are controlled by the RATCC.

Miramar RATCC was programed for and constructed by the Navy in 1956. In 1958, the CAA assumed jurisdiction of Miramar approach control. From this one airport concept, the RATCC grew to include control jurisdiction over eleven airports, three of which are medium hub fields which rank 9th, 10th, and 21st in the Nation in total instrument operations. During fiscal year 1963, Miramar RATCC handled over 148,000 instrument flights, 5th highest total in the nation. Miramar Precision Approach Radar, manned by 23 Navy officers and enlisted men, made 3106 PAR runs during October 1963, a record for any Navy facility.

Fourteen FAA Systems Maintenance personnel maintain the FPS-8 radar at the RATCC.

FAA has a total of 163 employees in the San Diego area. The Gillespie Air Traffic Control Tower, with James Burkhardt as Chief, has nine employees. A staff of 14 under E. E. Ray operates the Lindbergh Field ATCT. Chief Carl Hagador and 19 employees operate the Mt. Laguna Radar. Chief Michael Brega and three employees are at EMDO-14. The GADO at San Diego is headed by J. L. Eddy, who has a staff of five. Hugh Shaw is in charge of the Miramar RATCC which has 55 employees. J. S. Masiello heads the FSS which has 20 employees.

Most FAA personnel enjoy life in the San Diego area, a choice spot by anyone's standards. As the Chamber of Commerce puts it: "San Diego has perhaps the greatest facilities for every sort of sport, for every sort of fun, of any area in the West, or, for that matter, any area in the world."

NERVE CENTER FOR NINE STATES

Paul Allison (l.), Chief Duty Officer, Western Region, explains his Communication Center Status Board to Administrator Halaby. Mr. Tippets is at right.

In the early hours of the morning, a telephone rings on the second floor of Western Region headquarters, 8332 Osage Avenue.

A voice answers, "Western Region Duty Officer."

In so doing, one of the six persons who man the Western Region Communications Control Center, 24 hours a day, seven days a week, is setting up an indispensable point of contact so vital to a service agency.

From this nerve center, lines of communication radiate to FAA facilities in each of the nine states in the Western Region, to similar nerve centers in other FAA regional headquarters and Oklahoma City, and to the FAA communications network in Washington. By means of a Gonset transceiver, direct radio telephone communications is possible with Regional aircraft.

Head of this busy, vital office is Paul Allison. As Chief Duty Officer, he supervises five duty officers and keeps the Regional Director advised at all times concerning the status of activities throughout the Region.

The Duty Officer is able to "conference" three independent calls at one time, a feature that is believed to be unique among FAA communications centers.

Western Region Duty Officers perform a multitude of services. They serve as a "clearing house" for notification of accidents and incidents, passing on information received from field facilities to the Regional Director, where indicated, and to the heads of all concerned divisions.

Each day, between 7:30 and 8:00 a.m., the Duty Officer conducts a telecon with watch supervisors in all of the Region's Air Route Traffic Control Centers. Weather conditions, special traffic or operational situations, and facility outages, and all other pertinent information is thus brought to a central point. During evening hours, Duty Officers make random telephone calls to field facilities operating on a twenty-four-hour basis.

The Duty Officer is kept informed on aircraft overdue or missing in excess of 12 hours and also keeps current on the status of search activities for such aircraft. A locator file and status boards enable the center to establish contact with visiting personnel and to keep tab on the location of Western Region FAA aircraft. A central locator file is maintained on Western Region personnel on temporary duty outside the Western Region. Up-to-date files are kept so that all key Regional personnel can be contacted without delay.

Each morning, the Chief Duty Officer briefs the Regional Director (or the Deputy Director when the Director is away) on the status of the region. This briefing provides the Region's top executive with the status of facilities, accident and incident reports, all noteworthy occurrences during the previous 24 hours, weather, special traffic or operational situations, and any other pertinent information. This verbal report is supplemented by a written report which is distributed to all division chiefs.

A Western Region Calendar of Coming FAA Events is prepared bi-weekly and includes activities of interest to Western Region officials which will occur during the ensuing three months.

Duty Officers maintain the Management Information Center which shows the status of work in all divisions. A large status board, utilizing electrical wiring and colored lights pinpointing FAA facilities, provides at a glance areas where facility outages or other difficulties are affecting service within the Region.

Duty Officers are required to remain proficient and updated on all Regional policies and programs so that they will be able to provide information requested from within or outside the Agency.

Duty Officers schedule conferences and meetings held in the Management Information Center, which also serves as a conference room.

SAC, FAA FLY TOGETHER

M/Sgt. George Whitworth of 924th Air Refueling Sq., briefs FAA group prior to takeoff on SAC flight. From center are Fred Marks, Chief, Oakland ARTCC; Robert Kirby, military mission coordinator; and K. S. Springer, high altitude specialist. (Air Force Photo.)

Recently, 22 employees of the Oakland Air Route Traffic Control Center at Fremont were handed engraved certificates by Colonel Bryan M. Shotts of the 93rd Bombardment Wing, Strategic Air Command, Castle Air Force Base.

The certificates were inscribed to each controller "in recognition of his flight with a Strategic Air Command combat crew." Among those who took the flights were Fred M. Marks, Chief Controller, Jack O. Thomas, Assistant Chief, and George H. Durand, Facility Planning Officer.

In presenting the certificates, Colonel Shotts called attention to the spirit of understanding and cooperation which exists between the Oakland Center and the 93rd Bombardment Wing.

"Today's ceremony recognizes FAA controllers who have flown with the Strategic Air Command," Colonel Shotts said. "A complimentary familiarization program is being conducted wherein pilots of Castle Air Force Base are welcomed into the center for a briefing on the functions and services of air traffic control and first-hand contact with the men and equipment necessary to provide the service."

FAA and SAC officials have developed a highly effective method of controlling military aircraft operating from Castle AFB, and are continuing to work toward improving control techniques.

"High on the list of experimental programs which may pave the way for national acceptance are procedures for integrating, through positive radar control, military aerial refueling operations with other civil and military operations," Colonel Shotts stated. "This is opposed to an earlier procedure which required segregation of refueling operations into areas often far removed from the desired area of operation. Track refueling, as it is called, not only releases airspace for all aircraft but results in a direct savings of thousands of dollars."

Working and flying together, Oakland controllers and men of the Strategic Air Command have forged an enviable pilot-controller relationship based on mutual respect for the vital roles each plays in modern aviation and modern defense.

These 22 Oakland ARTCC personnel, including Chief Controller F. Marks, received certificates signifying flights with SAC crews. With group are Castle AFB officers.

'Gifts' Shower FAA on FIFTH ANNIVERSARY

Across the Western Region, in big cities and in tiny towns, FAA Anniversary Week was a week to remember. On scores of newspaper front pages, on television's silver screen, and over the radio, the FAA story came across to the public clearly, forcefully, intelligently. Hundreds of thousands of persons who scarcely knew the meaning of "FAA" at last "got the message" and were given a better understanding of the service FAA renders the Nation. By the thousands, they accepted invitations to "open houses" at FAA facilities large and small.

One California motel emblazoned the words: "FAA ANNIVERSARY—CHEERS" across its marquee. A Goodyear blimp flashed FAA Anniversary congratulations in bright lights on a clear night as it sailed over Southern California's teeming millions. Governors of Colorado, Utah, and Oregon proclaimed Federal Aviation Day. At Longmont, Colorado, a huge bouquet of flowers arrived at the ARTCC as an anniversary present from a local florist. In an essay on "How the Federal Aviation Agency Promotes Flight Safety," an Arcata, California grade school student wrote: "When the pilot is way up above he can thank the Lord for FAA and all the safety precautions they maintain. Without their constant vigil around the clock it would be as dangerous above as it is on the highway below."

Observance of the Anniversary gave Western Region employees added enthusiasm, a new sense of pride, greater esprit de corps.

One Area Coordinator commented: "We never dreamed we'd get anywhere near this response from the press and public. The way they reacted—the interest and the warm regard they showed for the work we are doing—well, it just left all of us flabbergasted."

Los Angeles Mayor Samuel Yorty, left, presents proclamation on FAA Day to Mr. Tippets and A. B. Bush, Area Coordinator.

Governor Mark Hatfield of Oregon, above, presents a Fifth Anniversary proclamation to Sanford Yates, FAA Area Coordinator at Portland, Ore. Photo below shows part of crowd at Grand Junction, Colo. 'Open House.'

TACOMA'S AIRPORT DREAM A REALITY

Regional Director Joseph H. Tippets shared the speakers platform with Washington State Congressmen, the Governor of Washington, and aviation industry leaders at the recent dedication of the city's new industrial airport.

Though a chill wind numbed participants and spectators and rain fell intermittently, the buzz of small airplane engines using the airport warmed the hearts of Tacomans.

Mr. Tippets' principal address was preceded by brief statements from Washington's Governor Rosellini, Senator Henry Jackson, Representative Thor Tollefson, and Nick Bez, President of West Coast Airlines, which now has scheduled flights from Tacoma Industrial Airport.

The new $1.7 million industrial airport culminates an effort begun in 1957 by city officials. The first phase of the master airport plan includes the paved 5,000-foot runway with a taxiway paralleling it for half its length, temporary terminal facilities, and general aviation hangar. FAAP funds expended on the field amount to $806,541, with an additional $30,851 for a taxiway turnaround authorized in the 1964 program.

Construction at the field began in January 1962.

Prior to World War II, Tacoma deeded its airport south of the city to the federal government. This facility became McChord Field, now an Air Defense, NORAD, and MATS center and the busiest military field in the Pacific Northwest.

This left Tacoma without its own airport, and as a consequence, the city has used Sea/Tac International, 25 miles north of the city, and Boeing Field, 30 miles north.

The new field, situated on a beautiful 370-acre site directly across Tacoma Narrows on Kitsap Peninsula, is adjacent to the Narrows Bridge, and provides 18-minute access to Tacoma's city center.

Today, Tacoma is no longer the largest city in the U.S. without its own airport. Tacoma's longtime dream of having an airport of its own has come true—thanks to determination, dedication, hard work, and a badly-needed boost from the Federal Aid to Airports Program.

Attending Tacoma Airport Dedication breakfast were, l. to r.: Pat Steele, Tacoma Councilman; Mr. Tippets; Sen. H. Jackson; R. Odlin, Chairman, Puget Sound National Bank; Rep. T. Tollefson and L. Sass, chairman, Tacoma Airport Committee.

FAA planes form backdrop for speakers' platform at Tacoma Airport dedication.

A HANDICAP? NO—A CHALLENGE

Robert H. Wiley, standing, right, saw his physically limiting handicap as a challenge and forged an inspiring success story. (Photo courtesy Seattle P.I.)

There are those who cling to a handicap as an excuse for failure to achieve, who lose themselves in self-pity, doubt, and bitterness.

And there are others who see in handicaps a golden opportunity to test character, courage, and strength. These persons see the glass as half full rather than half empty. They are aware that in themselves lies the key that opens the door to success or failure. To them, the world is neither cruel nor kind but just what they make it.

This is the story of one Western Region employee who had, by the standards of the cynical, every reason to color his world blue, to choose the path of the chronically discontented, the everlastingly disheartened.

When Robert H. Wiley was only 18 months old, he suffered an accident which left him with a right leg shorter than his left. He spent 2½ years in the Children's Orthopedic Hospital in Seattle. This was followed by eight long months in a Missouri hospital. For more than three years, Bob couldn't take a single step without crutches. And even when the crutches were discarded, the handicap remained, severely limiting any running, climbing, and playing he might have hoped to do.

But Bob was determined not to let his handicap hold him back. While attending high school, he helped pay his expenses by driving a truck and doing odd jobs for a Great Falls, Montana furniture company. Later, he won employment as a salesman. In World War II, Wiley wanted to contribute to the war effort but found he was not eligible.

He joined the CAA in 1943 and has worked for the Agency ever since. Since 1949, he has been in supervisory categories. At present, he is a supervisory air traffic control specialist at the Seattle/Tacoma International Airport control tower where he is a watch supervisor. In 1961, he was awarded a sustained superior performance rating.

Bob Wiley has built an outstanding record in dealing with those under his supervision. One assistant controller who needed special help remarked: "I was discouraged and ready to resign until Bob Wiley took over and helped me. It required a lot of patience on his part to straighten me out." That controller developed into a competent, enthusiastic FAA employee.

On October 11, 1961, a commercial airliner lost a cowling from an engine during takeoff. Wiley, in the tower cab conducting training at the time, was the first to observe the incident. Immediately, he called out fire equipment. By the time the jet was ready for landing, one fire truck had checked the runway for debris and others had reached standby positions. As the plane landed, jet fuel spewed from a punctured cell in the left wing. Firemen controlled the spillage and there was no blaze—and no tragedy.

Today Bob Wiley dances, swims, plays tennis, drives a car, pilots an airplane, rides horseback, and goes camping. His healthy, outgoing personality has won for him many friends. He enjoys woodworking and color photography as hobbies, and takes many weekend trips to the mountains, lakes and seashore. After World War II, he organized the CAAPERS Flying Club, said to be the first organized flying club on Boeing Field. The club started with three aircraft and still is active. Wiley was President for several years.

Bob is now President of the Lakewood Community Club, which has more than 800 members.

Ken Grant, Chief Controller at Sea/Tac, sums up his feelings about Bob in this way: "Wiley handles himself so well on and off the job that nobody thinks of him as being handicapped."

The number of handicapped persons employed in Federal agencies has more than tripled in recent years. The record Bob Wiley has forged in 20 years with this Agency speaks well for the wisdom of this policy.

Bob Wiley, who could have allowed a heart-breaking handicap to blight his life, has more than overcome it; and thus is serving as an inspiration to others in FAA.

PERSONNEL PIPELINE

A resignation is a voluntary action. This principle was affirmed in a recent court case. The case was built around a "resign now or else" situation, in that he was thus denied "the process which was due him under the circumstances." The Civil Service Commission recently remodeled its regulations urging personnel and supervisory officials to be more careful in allowing employees their just desserts when a matter of freedom of choice is involved. Although the court's decision pertained to a case of a resignation, the Commission has extended the permissive atmosphere on all types of personnel actions. In short, the voluntary or involuntary character of a personnel action is determined, not by the form of the action, but by the circumstances which produced it.

The issues in such cases are quite clear. Was the action voluntary? Was the employee free to choose? Did he exercise his own free will? Or was there any form of duress, deception, or intimidation?

The principles enunciated above have generally been covered in Civil Service Regulations; however, the court case gives the whole area the direct force of law. Agency instructions on this point are being issued to inform all supervisors as well as employees of their rights of appeal from normal voluntary personnel actions.

Conduct and Discipline Handbook

In all likelihood, the new Conduct and Discipline Handbook will have been published and distributed throughout FAA. This Order, OA 3750, is the result of mountains of research on this extremely important topic. The policies set forth in it have been largely carved around FAA-type incidents and constitute an extremely good set of guides for FAA supervisors when disciplinary action is necessary. It also has the by-product of protecting employees against unjust or arbitrary disciplinary actions. The Handbook represents a major improvement over previous issuances and supersedes all other existing policies or procedures heretofore issued.

Employee Handbook

The supply of the FAA Employee Handbook is now depleted and existing copies seem to be scarce as hens' teeth. At a recent Personnel Officers' meeting in Washington, it was announced that each Region would issue its own employee handbook following certain guides and standards set forth by the Washington Office. By the time this is in print, the Regions should have the green light to proceed. We estimate that the Region's issuance should be rolling off the press by the dead of winter.

New Organization Formed in Bay Area

Administrative Assistants and senior secretaries in the San Francisco-Oakland Bay area recently decided to organize as an official group. Kay Day, Supervisory Aviation Clerk in the Oakland GADO, was selected as its first chairman. Initially, the group planned on having quarterly sessions, but due to the numerous items of mutual interest, the organization is now meeting on a bi-monthly basis.

Region's Top Aviation Mechanics Honored

Two of the West's outstanding aviation mechanics recently were honored by the FAA with the presentation to them of regional awards in the Aviation Mechanic Safety Award program. The plaque for the general aviation category was presented by Mr. Tippets to Norton G. Stubblefield, left, an employee of Morrison-Knudsen Co., Boise, Idaho. Glenn B. Kay, at center in right photo, received the Air Carrier Aviation Mechanic Safety Regional Award from Edward C. Marsh, deputy Director of the Western Region. William Mentzer, UAL official, at left, witnesses ceremony.

'Impossible' Situations Merely Routine for Personnel of FSS

Personnel of Flight Service Stations in the Western Region very often are confronted with emergency situations which must be dealt with rapidly and efficiently —in other words, these situations must be handled strictly in a "routine" manner.

The way in which this was done in a typical case involving unusual, and what the layman might term "impossible," circumstances is illustrated in a report filed by the Flight Service Station at Denver. The report, from Robert M. Hackerr, FSS chief, follows:

"With one hour fuel remaining, pilot uncertain of position, could not see the ground, and had no knowledge of operation of VOR equipment. Attempts to instruct pilot in use of Narco equipment unsuccessful. Pilot said he couldn't both operate the radio equipment and fly the airplane. Also, said he couldn't read the instruments in the dark. Tower radar unable to make positive identification. Pilot was twice turned from a westerly to an easterly heading to avoid possible contact with mountains. Aircraft eventually landed safely at Greeley, Colorado, north of Denver, with little or no fuel remaining."

Longevity pins went to (l to r) Greef R. Beckham, SM; Joseph G. Kealoha, P&T; George E. Mitchell, I&M; John R. Haverty, FS; Marion Davis, FS; Charles E. Freeman, SM; Frank Shivers, AT; Charles Aldrich, I&M; Robert Reed, I&M; Paul K. Y. Chong, Canton Island; Ralph Kiser, AT; John Vilmaire, SM; (seated, l to r): Arthur Pallagi, AT; John Abernathy, I&M; Forrest B. Miller, AT; Tamayo K. Lesser, Accounting; Milton J. Braddy, AT; and Arthur R. Marcus, Area Mgr., Wake.

Pacific Region Celebrates

FIFTH ANNIVERSARY

Pacific Region celebrated the Fifth Anniversary of the Federal Aviation Agency with two birthday parties, open houses at all facilities, and the presentation of twenty-five and thirty-year federal service pins to eighteen personnel on the Island of Oahu.

The celebration started off with a combined FAA-Aeronautical Kokua Club luncheon at the Honolulu International Airport.

The Kokua Club is a group of people with primary aviation interests who get together for a luncheon each Thursday noon. There are no dues, no minutes, and once a person attends a meeting, he or she is a member for life.

A large cake, with the FAA emblem (in icing), a "Happy Birthday" greeting, and five candles, was cut by Robert I. Gale, Director, Pacific Region, assisted by Robert J. Shank, Associate Administrator for Development who happened to be in town on business, and by William H. Kraft, Assistant Manager, Honolulu International Airport (and formerly an air traffic controller in Honolulu Center).

The following day a cake-cutting ceremony was held in the conference room, Regional Headquarters, where one 30-year and seventeen 25-year service pins were presented by Mr. Gale.

The following personnel were eligible for 25-year pins, but could not be in attendance: William O. Newton, AT; Clyde L. Smith, AT; Houston C. Jones, SM (30 years). On Wake Island: Stanley Chapman, AT; Don Dickinson, AT; William Makola, SM; Mervel M. Valentine, AT; Bernard Van Blair, Island Operations. On Guam: Guy Hudson, SM; Homer Willess, AT. Emil E. Guenther, AT (Guam) and Houston C., Jones, SM, were eligible for 30-year pins, but could not attend the presentation.

Above; Pacific Region Director Gale does honors, flanked by Robert Shank and William Kraft. Below; Mildred Lesser, 26-year vet, serves Ed Shivers, 30-year vet, while Robert I. Gale waits his turn.

PC'S O&M SHOP DEVISES HOMEMADE AIRCRAFT RAMP

PRIDE OF PAC REGION. Shown at the wheel of the new Pacific Region aircraft ramp is Walter G. McMillan, Foreman, Overhaul and Maintenance Shop. On the ramp are, from left: Elmer E. Pulling, Machinist; Nobuo Nihei, Asst. Foreman, O.&M. Shop; J. C. Chang, Mechanic; G. S. Hee, Welder; and James Suzuki, Electrician.

Mechanical ingenuity and pride in accomplishment have again paid off in the Pacific Region, and resulted in a brand new, home-made aircraft ramp. The fact that the ramp has its own propulsion powerplant is an attraction in itself; however, the attraction goes much further—especially for the mechanics of the Overhaul and Maintenance Shop, Systems Maintenance Division.

Walter G. McMillan, Foreman of the O&M Shop, received a blueprint of an old ramp that the Pacific Region is using at the Honolulu FAA Terminal, and a hint that the Region could certainly use one similar to it at the new International Terminal across the field. That's all Mac needed.

Mac and his boys started off with some wheels, especially selected for size, so that tires already in stock for other equipment would fit the new ramp. They also rounded up some angle iron, sheet steel tread stock, an old hand-operated hydraulic pump and cylinders, and an Air Force-discarded aircraft ground cooling unit. The engine out of the surplus cooling unit, an ONAN two cylinder, ten horsepower, air-cooled model, was used as the power plant which propels the new ramp at five miles per hour or less. This engine delivers its power to one rear wheel through an old Harley-Davidson motorcycle clutch-transmission unit with reverse gear. The one-wheel drive concept was designed to eliminate the need for an additional design-engineering-mechanical feature, a differential.

The hydraulically-operated elevation controls permit utilizing the ramp for elevations from eighty-five to one hundred forty-five inches, making it adaptable for use with practically any aircraft.

Of course, the Pacific Region could have purchased a similar ramp for approximately $16,000, but Mac and his boys were able to build this one for half that amount, including labor costs. The project not only resulted in saving the Region several thousand dollars, but provided for utilization of man-hours during otherwise slack periods.

Despite the fact that one of the five persons who work for Mas was on a special project away from the shop for approximately six weeks, the shop was able to complete the ramp within a six-month period, while keeping up with the routine maintenance work.

The ingenuity exercised by these mechanics of the O&M Shop in building the ramp is typical of that ingenuity which separates the superior mechanics from the merely average.

Top Laos Civil Aviation Director Pauses at Regional Headquarters

One of the most affable, energetic, and interesting people to pass through the Pacific Region in a long time is the gentleman pictured above, second from left. He is Mr. Somsanouk Luongsisomkhan. (He prefers to be called Sam.) With him, studying a map on the floor, are (l to r): Donald H. Long, Chief, Air Traffic Division; Richard T. Puckey, Chief Airports Division; and Captain Hugh K. Laing, Deputy Director, Pacific Region. Standing about five feet three and weighing about one twenty, Sam, at twenty-three years of age, is probably one of the youngest aviation executives in the world. He is Deputy Director of Laos Civil Aviation, and Manager of Wattay International Airport. Mr. Luongsisomkhan was en route to Laos, after visiting various airports throughout the United States studying their operations for possible future application in Laos. He also attended conferences on civil aviation matters.

MALOY VISITS HEADQUARTERS

Raymond B. Maloy, Assistant Administrator for International Aviation Affairs (IA-1), was a recent visitor to the Pacific Region. Mr. Maloy visited installations and facilities in Hawaii while here. He was en route to Sydney, Australia, where he attended a meeting of Asian Directors of Aviation. Robert I. Gale, Pacific Region Director, accompanied Mr. Maloy.

James Chenoweth, Hawaiian Airlines

Andrew W. Caserio, Aloha Airlines

AVIATION MECHANIC SAFETY AWARDS WINNERS

Hawaiian and Aloha Share Honors

Pacific Region selected mechanics representing the two airlines in Hawaii as winners in the first Aviation Mechanic Safety Awards program. The program is scheduled to be an annual event, with state, regional, and national winners selected in two categories—air carrier and general aviation.

Andrew M. Caserio, Aloha Airlines, was selected as the General Aviation category winner; and James Chenoweth, Hawaiian Airlines, the Air Carrier category winner. Since the only candidates recommended were from Hawaii, the two were named as Regional, rather than State winners.

Andrew M. Caserio was educated in the Chicago Public School system. While in high school he became interested in electronics, primarily radio. This eventually led to instrument repair and adjustment. After he graduated from high school he continued his education at the Chicago School of Aircraft Instruments. Andy came to Hawaii during World War II to work as an instrument mechanic for the Navy. In 1948 he joined the Trans-Pacific Airline organization to set up the instrument shop for the new airline (which has since changed its name to Aloha Airlines). He is presently the Senior Lead Mechanic for Aloha's Certified Instrument repair station—the largest of its kind in the Pacific. He is highly capable of repairing any instrument—from a simple pressure gauge to a complex electronic auto-pilot, and his day-to-day activities may find him repairing an instrument from a Piper Cub in the morning to a complicated piece of equipment from a four-engine jet in the afternoon.

James Chenoweth, an amiable and ingenious Hawaii Airlines mechanic, is the Pacific Region winner of the FAA Air Carrier Mechanic Safety Award. Mr. Chenoweth was selected by a panel of aviation-minded men because of his outstanding contributions to aviation safety during 1962. Among these were his development of a gauge that enables the accurate measurement of the activating cylinder overtravel on the Convair CV-340 nose gear, eliminating overstress which occasionally caused a cracking of the trunnion arms; and his design and fabrication of a jig that produces higher quality workmanship in aligning the Convair CV-340 main landing gear wheel and ring gear assembly.

Mr. Chenoweth is a native of Marion, Indiana, where he attended school. His interest in tools and engines led him to Detroit, and the Ford Motor Company. In 1926—the early era of aviation-minded men dreaming of flying the Atlantic, he was attracted to Eddie Stinson, and worked on the first monoplane Stinson built. He later worked for Tony Fokker, Dutch aircraft designer. His love of tools soon branched out to include a love of airplanes.

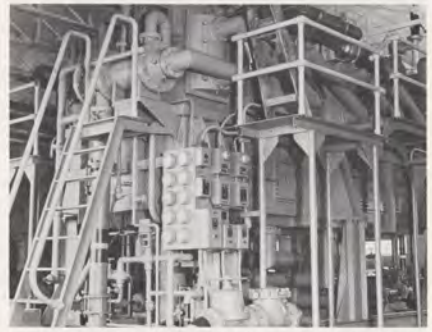
Jim came to Hawaii in 1945 to work for Consolidated Vultee Aircraft Corporation, and ATC. In February 1948 he went to work for Hawaiian Airlines, and today is the company's Lead Mechanic in the Hydraulic Department.

Jim is safety-minded, and is a firm believer in the Mechanics Creed. He is constantly alert for areas where safety can be improved, as he instills into his crews that aircraft parts are to be handled with the delicacy of a compass.

Jim was born on September 26, 1903. He is married and has one son, who lives in Torrence, California, and is a machinist by trade.

Huge boilers heat water to sterilization point (approximately 180 degrees F).

One of the catch basins used to collect rainwater.



One of the evaporators that separate salt and water to produce distilled water.

WATER, WATER EVERYWHERE

(And there's plenty to drink . . . on Wake)

Supplying 80,000 gallons of fresh water per day is a pretty big business. Providing that amount without benefit of a well or spring makes the business slightly more difficult. The Pacific Region operates such a water system on Wake Island; in fact, it operates two water systems. Brackish water is piped to all homes and industrial areas for flushing toilets, for washing paved areas and other outside cleaning, and for fighting fires. Separate lines carry fresh water and brackish water to all areas.

The fresh water is developed from two sources—rain water, and sea water.

The rain water is collected from two large catchments, totaling approximately nineteen acres. These are large, flat, sloping areas which are paved with a fine coating of asphaltic concrete. One inch of rainfall on these catchments will develop approximately half a million gallons of water. Some of this is lost, however, through seepage and evaporation, depending upon the temperature and humidity. From the catchments, the rain water is pumped through filters and, during the process, is chlorinated, then pumped into large concrete storage tanks. The six tanks combined hold 1,800,000 gallons.

The brackish water is drawn from deep wells near the distillation site. Brackish water is used in preference to sea water for the reason that the salt content is somewhat less, and consequently results in fewer maintenance requirements on the equipment. The salt water is heated in boilers to a sterilization temperature of 180 degrees (F), then run through the evaporation units, where it comes out identical to commercially-known distilled water. This water is pumped into the concrete storage tanks. From the storage tanks the water is pumped into ready tanks, being chlorinated additionally, as required. The ready tanks, which hold a two-day supply, are located at various points in the housing areas, grouped in units of four tanks—two for fresh water, and two for the brackish water system. From the ready tanks the water goes into small pressure tanks which maintain the pressure through the mains to the eventual users.

The annual rainfall at Wake is approximately forty inches, more than half of which falls during July and August. There have been occasions when several million gallons were discarded because of the lack of storage capacity.

The stills are normally operated six days a week, twenty-four hours a day. About every three weeks both units are shut down for cleaning of the evaporators.

The water is not rationed to consumers; however, users are charged for water in excess of the established limitations. The allowable consumption is based on 35 gallons per person per day, with a per capita reduction for more than two in a family.

People in bachelor quarters are limited to 20 gallons per day.

When the allowance program was initiated several years ago, one individual in bachelor quarters was billed for sixty dollars worth of excess water in one month. The following month his bill was slightly over five dollars, and since that time, the records indicate that the individual has never paid an excess fee.

As might be expected, there are no fresh-water swimming pools on Wake Island.

Fred Broadway gives look to status chart

Ed Quinn drinks freshly-processed water.

Each storage tank holds 300,000 gallons.

Rain water is pumped through these filters.

Fire control end of huge boiler.

These pumps force water to ready tanks.

Water is pre-heated before being boiled.

Gauges show goings on inside evaporators.

Capt. Bill in one of his hand-made boats, on the lovely Niumalu River. Jungle trip that never got started sent him back to flying airplanes. The lady is Mrs. Proctor Mellquist, wife of editor Sunset Magazine.

Captain Bill in the cockpit as he appears as pilot for Pan Pacific Aero.

"Captain Bill's Jungle Trip"

During the wee hours of the midwatch, when eyelids are at half-mast, a statement frequently heard is, "Wouldn't it be nice to work straight day shifts, with Saturday and Sunday off?" This sometimes develops into "What I'm going to do when Uncle Sam starts paying me an annuity." Flight crews that fly around the clock on long, bone-tiring flights probably have similar discussions.

The following short story is about one member of the flying fraternity who came very close to realizing a retirement dream on Kauai.

Several years ago, Bill Negaard, a retired American Airlines captain, sailed his 38-foot ketch, Sumiki II, into Nawiliwili harbor. The harbor is bordered on the West by green mountains that rise from the water's edge, almost vertically, to a height of more than a thousand feet. The Niumalu River flows along the base of these mountains past the Menehune Fish Pond and empties into the harbor. These natural assets were the nucleus for "Captain Bill's Jungle Trip." The entire project was a "Do It Yourself Affair."

He built two river boats, a boat landing, and a beachcomber's shack for an office. The area immediately in front of the shack was decorated with driftwood, old anchors, and other nautical paraphernalia. A weatherbeaten sign proclaiming "Captain Bill's Jungle Trip" hung over the shack's entrance. Bill's working togs blended with the surroundings. His standard dress was a polo shirt, a pair of shorts held up with a length of line, a pair of sandals, and a huge planter's hat. The scene looked like something out of a South Pacific movie.

To supplement his income while trying to sell the hotel and tour people on his jungle trip, Bill gave flying lessons at Lihue Airport. He became a familiar sight around the airport, and made the airline pilots happy by always letting them go first. Flight Instruction kept him busy for quite some time, but his jungle trip never did get going. He had what many considered an ideal setup; however, the tour people were reluctant to change their itineraries.

At the present time "Captain Bill's Jungle Trip" is up for sale. Perhaps with the new lower fares between Honolulu and the mainland, and the potential influx of Japanese tourists, the new owner will strike it rich. About a month ago Bill sailed out of Nawiliwili Harbor and headed for Honolulu. As of this time, he is back in harness again flying for "Pan Pacific Aero," the air taxi club.—*Bill Clark.*

LOST WALLET BRINGS MONEY AND STEREO RECORD

Eli Mikos

Honesty is the best policy, and Eli Mikos, Supply Cataloguer, Installation and Materiel Division, received rather unusual proof of such recently.

Seems that Mikos, who has been six years with FAA, two of which have been with the Pacific Region, has walked through the park at Thomas Square, Honolulu, each morning for some time. One recent morning he was making his usual trip through the park, when intuition told him that he had just passed something that called for additional attention. He looked back and spotted a man's billfold resting on a park bench.

Eli picked up the billfold, noting mentally that a tramp who makes his home in the park had awakened a few minutes before on the next bench. Eli proceeded to his office and called the home of the man listed on one of the many identification cards. The young man, whom we call Henry because that is not his name, was still sleeping, so Eli left word for him to return the call. When Eli received the return call, Henry had not yet learned of his loss. When he reported to Eli's office a few hours later to retrieve his billfold, plus eleven dollars in cash, a payroll check for eighty-four dollars, and the usual eight or ten cards and licenses, he rewarded Mikos with a five-dollar bill and a stereophonic recording of the Kamehameha Male Choir, to which he, Henry, belongs. Henry, an employee of Queen's Hospital, graduated from Kamehameha School and retained his membership in the choir.

Eli Mikos still walks through the park on his way to work in the wee hours of the morning, still enjoys playing that beautiful recording, and is probably still alert for billfolds which might have been separated from their owners. (What was young Henry doing on that Park bench so late at night, you ask? We really don't know.)

JOHN'S JAUNT WASN'T LONG—BUT IT WAS HECTIC

John E. Abernathy

The moral to this yarn, if it really has one, might be that, when going on vacation, a person should give either his right name or his right address, but not both. All of which is to say that when John E. Abernathy, Chief of the Materiel Management Branch, Installations and Materiel Division, decided upon a simple one-month vacation, the results were far from simple—the vacation much less than a month.

John hails from the beautiful hills of the State of Tennessee, and envisioned himself getting so far back in those hills for a good rest that it would be necessary to pump daylight back to him. About the time he had settled down to an anticipation of a new batch of "white lightning," a specialty of the hills, he realized he hadn't taken into consideration the magic of radio and telegraph. As a result, he received a message diverting him to Charlottesville for a two-week session at the Fifteenth Executive School.

While at the "exec" school he received a message to report to Bolling Air Force Base for a one-week PERT course. Ere the PERT course ended and before John could get back to the "white lightning," he was given another change in travel orders. This time he was requested to attend an I&M Conference, and when that conference was completed, only a few days of his "vacation" remained.

Back on duty, the last white rabbit having been pulled out of the hat, John sez that the rabbit act works so well that from now on he is concentrating on white rabbits instead of "white lightning."

Fourteen Years Later, Mitchell Transfers Back to the Mainland

George E. Mitchell

After fourteen years in the Pacific Region, George E. Mitchell, Chief of Plant Engineering Section, I&M Division, is transferring to the Western Region. He will become Chief, Current Programs Section, Plans and Programs Staff.

George, a 25-year Federal Service veteran, started with the Bureau of Reclamation in Denver, Colo. He transferred to the old 7th Region in 1942. In 1948 he was transferred to the 9th (Pacific) Region to head a rehabilitation project in the Philippines for restoration of Navaids damaged during the war. He spent one and one-half years in the Philippines.

SAFETY CERTIFICATE TO KYLE

Andy S. Kyle, Chief, Electronics and Teletype Maintenance Shop, has received a certificate of completion of a Supervisor Safety Training Course.

ATOMIC PRAYER

Slow me down, Lord! Ease the pounding of my heart by the quieting of my mind. Steady my mind. Steady my hurried pace with the vision of the eternal reach of time.

Give me, amid the confusion of my day, the calmness of the everlasting hills. Break the tensions of my nerves and muscles with the soothing music of the singing streams that live in my memory.

Teach me the art of taking minute vacations—of slowing down to look at a flower, to chat with a friend, to pat a dog, to read a few lines from a good book. Let me look upward into the branches of the towering tree and know that it grew slowly and well.

Slow me down, Lord, and inspire me to send my roots deep into the soil of life's enduring values.

BOSSES STUDY UNDER ISLAND-HOPPING TEACHERS

Dick Kollen

Winston Hatch

First line supervisors from Air Traffic Division were given training by two specialists from the FAA Academy during September-November. The team from the Academy, composed of Dick Kollen and Winston Hatch, held sessions on Guam, Wake, and in Honolulu. The course was entitled "Operational Supervision for Air Traffic Facility First-Line Supervisors (Coordinators)." The course was designed to relate known and accepted supervisory principles to the specific job responsibilities of the air traffic first-line supervisor.

All sessions were received enthusiastically by the participants.

FAR EAST BRIEFING

The Director, Pacific Region, receives a briefing by Carl Clifford, Chief, Tokyo International Field Office, during a tour of Far East facilities. Shown above are William G. Shreve, Jr., Chief, Flight Inspection and Logistics Branch; Robert I. Gale; and Mr. Clifford. Mr. Gale visited Flight Inspection offices in Manila and Tokyo, and observed FAA flight inspection activities at those locations. The flight included stopovers at Wake Island, Guam, Manila, Hong Kong, and the Marine Corps Air Field at Iwakuni, Japan.

PAC Toastmasters' Club Receives Charter, Pick Mow as President

The FAAPAC Toastmasters' Club has received its official charter from Toastmasters International. All interim officers have been re-elected for a full six-month term. The club meets each second and fourth Wednesday for a luncheon meeting.

Officers of the Club are: John C. Mow, Management Analysis Division, President; Donovan B. Harby, I&M Division, Educational Vice President; Richard F. Caldwell, Jr., AT Division, Secretary and Treasurer; and Hal D. Henderson, AT Division, Sergeant-at-Arms.

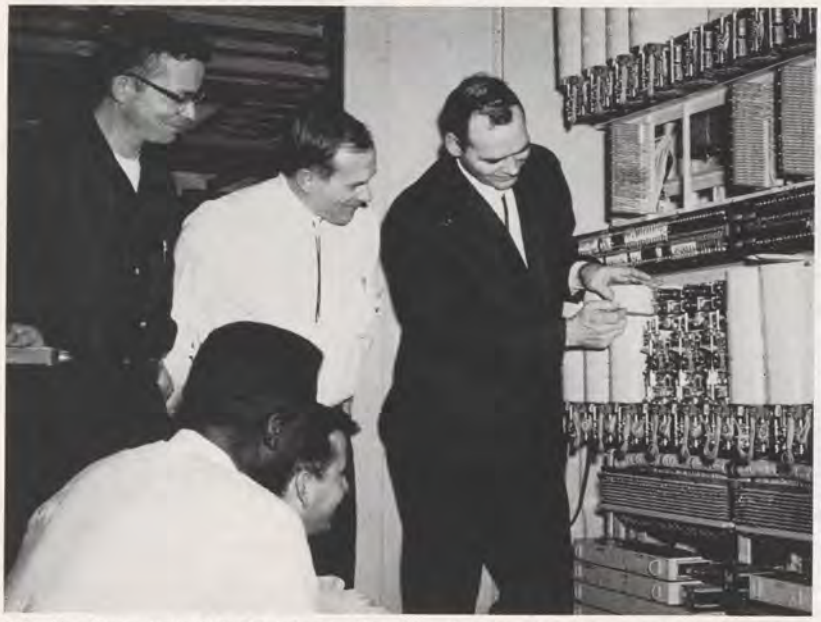
March of Dimes Campaign Ready; Funds Used in Medical Research

The annual campaign for the National Foundation—March of Dimes begins this month. Proceeds from the March of Dimes are used to conduct research and examine various techniques for curing or curtailing damage to the human body caused by birth defects, arthritis, and polio. A quarter of a million babies are born each year in the United States with birth defects. Contributions to the March of Dimes are deductible by donors for income tax purposes.

PRECISION GUARANTEED

When these electronic technicians from the Maui Sector of Systems Maintenance finish checking the Kahului Voice Omni Range, flight personnel can be assured that the station is as reliable as it's humanly possible to make it. The technicians above, shown using a null detector, are Francis Oka, of Kahului, and Roy Tominaga, of Wailuku. The VOR is located on the airport at Kahului.

ALASKAN REGION HAS FIRST "102-A KEY SYSTEM"



Left: Glen Sisson, James Cortright, instructor Chas. Pitts. Kneeling: Robert Bennet and Silas Shannon, Jr.

A "first" in the Alaskan Region is claimed by the Systems Maintenance Division. A telephone system manufactured by the Western Electric Company has been installed at the Air Route Traffic Centers at Anchorage and Fairbanks. Called the "102-A Key System," it is designed to serve the operational requirements of both the FAA and the military services. In addition, the equipment ties the centers into the local city and military telephone systems and connects with all Regional Flight Service Stations through ACS and White Alice circuits. These are the only installations of this type in use by the Agency.

Classes for the specialized maintenance required to keep these facilities in operation are held as the need arises. Center personnel serve as instructors. The textbook for the system was prepared by Ernest Mundt of the Fairbanks center and Merlin Jacques of Anchorage. Jack Forrester edited and assembled the text.

Packing Firm Will Operate FAA Dock at Cold Bay

The Aleutian Chain is claiming new commercial business activities.

Recently the Materiel Branch of the Installation and Materiel Division completed a contract with Northwest Pacific Packing Company of Seattle for the use of the FAA dock at Cold Bay, Alaska.

Some of the features of the contract are that the FAA and Weather Bureau will have free use of the dock facilities, and the Northwest Pacific Packing Company will rehabilitate and keep the dock in repair during the term of the lease.

Since no other Federal Agency was interested in operating the dock, the contract was publicly advertised.

The packing company plans to build a seafood processing plant on the dock and will ship fresh seafood to Seattle by the Flying Tiger Airlines. Initially, they plan to process fresh crab and some time later expand to processing shrimp, halibut, and salmon.

Plans for the first year include installation of a "live" tank which will hold 13,000 King crabs or 66,000 pounds. These crabs will be cooked, chilled, and on the West Coast market within three to four hours. Shipments will be made three times per month.

Beginning with the fresh halibut season, they plan to start processing halibut. After the first year, they plan to develop quick-freeze and "holding" facilities to enable the company to supply the West Coast. A complete shrimp processing operation, with markets in 48 states, is envisioned.

Progress Finds Cold Bay Station When First Jet Aircraft Lands

Cold Bay Station Manager Elmer Williams presents a certificate of achievement to jet Captain McCarthy.

Racing the evening shadows, World Flight 373 touched down gracefully on the Cold Bay runway Oct. 25, to become the first commercial jet plane to operate into this intercontinental field, whose longest runway was just recently lengthened to accommodate jets.

Many residents turned out for the occasion, and cameras of all sorts were much in evidence. The reception came as a surprise to Captain McCarthy, who posed for pictures with his crew alongside the aircraft.

FAA Takes Part in Celebration Of Art Week in the 49th State

Russell L. Taylor, right, Audit Division and Chairman of the Alaska Artist Guild, explains a brush stroke to Dixie L. Wolvertin, left, and Jorene R. Reimer, both Administrative & Services employees. Many FAA employees and members of their families exhibited their art work.

BLOOD DONORS GET NEW PERSPECTIVE ON SPACE

Paul Grisso presents the Anchorage Blood Bank with one of the paintings which he purchased for the ceiling.

"Is this an art museum or a place to donate blood?", a visitor to the Anchorage branch of the Alaska Blood Bank might ask.

Cause of the confusion is the display of reproductions of famous paintings furnished by FAAer Paul Grisso to the blood bank offices on Northern Lights Boulevard.

Paul, a Position Classifier who works in Personnel, cleared up the mystery as to why the prints are displayed on the ceiling. He simply got tired of staring at the blank ceiling while donating blood, an act which he is frequently called upon to perform, and he decided that some art work would improve his own and other donors' dispositions and help them pass the time more pleasurably, while giving blood.

Paul is a member of the FAA Blood Bank Club. Its purpose is to provide a store of blood available to all Alaskan Region FAA employees and their families who may need transfusions. This is furnished without cost or obligation to repay in kind.

"There are now 101 pints of blood in the FAA credit account as of now," Grisso advises. "How about joining our club and becoming a regular visitor to the Blood Bank Art Galleries?"

Chest Drive Goes Over Top In FAA

Colonel Ralph G. Taylor, Jr., left, Deputy Director, congratulates Terrence G. Mackle, Auditing Division, for the fine campaign he directed within the FAA for the Greater Anchorage Community Chest. Mackle's collections from Anchorage-based employees exceeded $9,000—an all time high. George T. Fay, Regional Public Affairs Officer, served as Campaign Director for Anchorage.

Marilyn P. Porter Becomes the Second CPS in State of Alaska

Marilyn P. Porter, Certified Professional Secretary

Mrs. Marilyn P. Porter has the distinctive honor of being the second person in Alaska to become a Certified Professional Secretary.

Marilyn, a former secretary to three FAA Alaska Region personnel officers, is now serving as Placement Assistant in the Personnel and Training Division.

A Certified Professional Secretary is one who has successfully completed all six parts of an examination administered by the Institute for Certifying Secretaries, a department of The National Secretaries Association (International). These two-day qualifying comprehensive examinations are given locally once a year through the Anchorage Community College and the local Billikin Chapter of the organization.

Examinations are based upon analysis of secretarial work with emphasis on judgment, understanding and administrative ability gained through experience. It also covers skills, techniques, and knowledge in personal adjustment and human relations, business administration, secretarial accounting, skills, and procedures.

Examinees must be at least 25 years of age and have a combined total of seven years verified secretarial experience and full time post-high school education.

The Certified Professional Secretary program serves many purposes. It promotes the profession of the secretary and provides a recognized standard of proficiency (similar to CPA for accountants) which has proven a great help in gaining executive secretarial and administrative positions.

During 1963 an estimated 1,500 took the CPS examinations throughout the United States and only 237 were certified from it.

Glen Horton, Engineering Draftsman

Andy Chickoyak, General Arts Aid

Leslie B. Pace, Engineering Draftsman

Handicapped—Top Performers in FAA

America is a land of many riches. Some, like its verdant fields, majestic mountains and abundant rivers and streams, are easily seen. Another is its energetic, patriotic citizenry living and working in a free environment.

One, perhaps less known to many until recently, is the wealth of talent of its physically handicapped. Whether maimed in combat serving their country or in some brutal accident, or having suffered a crippling illness or infirmity, these physically handicapped are proving their mettle in the business world every day.

Following the lead of industry, the Federal Government has started a vigorous program to place the handicapped in civil service jobs they can do. Not long ago, President John F. Kennedy said: "Utilization of physically handicapped persons in productive employment is sound and necessary, both for the contribution handicapped citizens can make to our national productivity and for the sense of independence and well-being which they can derive from doing a job.

"It is fitting that Government, as an employer, should lead the way in selective placement of physically handicapped persons so as to utilize their skills and abilities."

Spearheading this program for FAA in Alaska is Donald E. Eaton, Chief, Placement Branch of the Personnel and Training Division. As "Employ-the-Handicapped Coordinator," he serves as middleman between the Agency and the Civil Service Commission in identifying applicants for positions in the agency.

Don advises that, man-for-man, the physically handicapped employed by the Agency perform as well as able-bodied workers.

Take Glenn Horton, for example. Born in Victoria, Texas, in December 1939, Glenn, at the age of nine suffered a back injury and he became a paraplegic. He completed drafting, art and related courses, and graduated from high school.

For two years he worked as a draftsman, detailer, engineer assistant and in other positions. In the winter of 1962 Glenn came to Alaska on a visit and while in Anchorage accepted a position as an engineering draftsman. His abilities were quickly recognized, and in October 1963, he was given a new appointment as an engineering draftsman.

An interesting insight into Glenn's character is the way he solved a recent problem. He halted the skidding of his wheelchair on winter ice by installing a set of chains and he now can get around as well as anyone.

Another is Andrew J. Chioyak. Born in Tununak, Alaska, on December 30, 1938, he was hospitalized for five years with tuberculosis. After release from the hospital, he attended school at St. Mary's, Alaska. After an Army stint at Fort Ord he returned to Alaska. Under the Federal and State rehabilitation program, Andy completed professional art training in 1962.

He was hired by the Alaskan Region as a general arts aid in November 1962. Dean Brennan, his immediate supervisor, soon found a wealth of talent in Andy and gave him more difficult assignments. In September 1963, Andy was appointed to a position of general arts aid, GS-4.

A third is Leslie B. Pace who was born in Dallas, Texas, on June 30, 1938. He contracted polio and as a result has very weak legs. Leslie completed high school in Lawndale, California and two and a half years of college in Los Angeles.

He has worked in various positions as tool and die maker, precision inspector, television repairman, and in May 1961 accepted his present position as an engineering draftsman.

Glenn, Andy and Leslie have certainly led the way for their contemporaries in demonstrating how the talents of the handicapped may be used in diverse fields of endeavor. Asking and expecting no special consideration, all they want is to be measured on job performance alone.

There is nothing patronizing on the part of the Federal Government in placing them in Civil Service positions. America needs the talents and the know-how of all its citizens to meet its present and future responsibilities.

Alaska Governor William A. Egan (seated) signs Anniversary Proclamation while William Johnson, FAA Station Mgr., Juneau, watches.

Cold Bay Station Manager E. I. Williams cuts birthday cake.

Archie Frye addresses youngsters at Nanana High School.

Maryanna Foster serves cake to visitors at Woody Island.

Shirley Rodgers of FSDO-1 prepares to cut cake.

HORIZONS GOES TO A BIRTHDAY PARTY

In the days of the Old West, the Conestoga wagon was the principal means of transportation used by the settlers in their push westward across the plains, the desert and the mountains. Ungainly in appearance, they served as shelter and transportation for the pioneers who heeded Horace Greeley's call to "Go west, young man."

In Alaska's history, the airplane holds a similar revered position. It was the airplane which probed the farthest reaches of the "Great Land," opened it up to economic development, and brought in the settlers to populate its towns and cities.

Owing much to the airplane, Alaskans have always had an intense interest in anything pertaining to aviation. This was demonstrated during FAA's Fifth Anniversary celebration held on Nov. 1.

Thousands visited FAA facilities throughout the region during the birthday event. They were conducted on inspection tours by their FAA hosts, attended lectures and film showings and savoured refreshments generously provided by station personnel and their families.

Mrs. B. F. Cortright of McGrath baked a cake which was an exact replica of the station complete with FSS building, runways and communication towers. Mrs. Lloyd E. Huff designed a cake which included all the buildings and features of the community of Cold Bay. And, at Tanana, Mrs. A. I. Haferbecker's effort resembled a VOR building complete with antennas and obstruction lights.

Alaska's Governor William A. Egan issued a proclamation for the occasion which read in part; ". . . Whereas, in the past five years, the Federal Aviation Agency, together with the State Division of Aviation and the Aviation Industry, has successfully ushered commercial and general aviation into the jet age, and is now on the threshold of the development of the supersonic transport; I do hereby proclaim October 28 to November 2 as Federal Aviation Week in Alaska and do urge all our citizens to give thought to the importance of aviation in our daily lives and in our local economy, and to participate in such activities being arranged in connection therewith. . . ."

Flight Standards personnel played a major role in supporting the birthday celebration. Flight check aircraft were put on display at Anchorage, Fairbanks, Juneau and Nome. In addition, brief orientation flights were arranged for city government, Chamber of Commerce, and news media representatives at Juneau, Nome and Fairbanks to observe actual flight checking of navigation aids.

Space here does not permit a recapitulation of all the programs conducted throughout the State. All stations from the largest to the smallest did a remarkable job in generating community and station interest for the anniversary program.

In expressing his appreciation to the personnel of the region and their families for their support, Mr. James G. Rogers, the Director, stated: "In human experience, five years is not a long period of time. However, in terms of growth of the Agency, five years has seen FAA mature into an organization that is ready, willing, and able to discharge its responsibilities to the flying public and provide for their air safety. It has done this in the face of swift scientific and technological change. It will be equally ready to perform its mission when we are ready to put ten candles on the birthday cake, thanks to the professionalism, spirit and dedication of all of our people."

Group at Nome pictured before orientation flight—Left to right: Ernie Hansen of Radio Station KICY; Frank Couch, President, Chamber of Commerce; Victor Charles, Superintendent of Schools; Robert Harwood, City Council and Jim O'Sullivan, Publisher, Nome Nugget.

Visitors to Merrill Field Inspected Flight Standards DC-3.

Thomas G. Rogers, left, explains tower operations to Brig. General Andy A. Lipscomb, commanding general, Yukon Command, USA; Maj. Darrell Brewington; and D. G. Breald, President, Board of Education.

Pat Haferbecker presided at cake-cutting ceremony at Tanana.

McGrath's cake was replica of station.

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

ANIAK

The activity at Aniak started slowing from the summer high to the winter norm as the temperatures dropped and the snow began to fall.

Victor Shearer and Walter Spivey departed after assisting with the dike and road repair. Our new SATCS, Robert Thomas, departed for the South 48 on vacation with his family. ATCS Earl Perry and his family arrived from Anchorage.

After nearly seven years at Aniak ATCS Richard Strassel left for his new assignment at Nenana. A hilarious going-away party was given in his honor. Aniak won't be quite the same without this bearded character around, with all of his guns and his stories.

Our big activity for October was, of course, the Halloween Party. The costumes were outstanding as usual, with nearly all of them being designed and fabricated locally. Prizes were given for the best costumes. Everyone was sent on a short treasure hunt, followed by a demonstration of extrasensory perception by Bob McDannold, a school teacher here in Aniak. The remainder of the evening was devoted to the Ouija board, donuts on a string, a marshmallow in a bowl of flour and just generally having a good time. The hosts were the Collivers, the McDannolds and the Christensens.

The ladies got together and arranged a party for the children on Halloween, starting with a bonfire complete with wieners, marshmallows, cupcakes and hot chocolate. They sent them off for trick-or-treating. The children later returned to the Recreation Hall for apple-dunking and other games. I believe the younguns enjoyed themselves by the look on their faces at the end of the evening.

J. M. Christensen

ANNETTE

The Annette children's Halloween party was held in the FAA gymnasium and was a great success. Prizes were presented for various costumes and a lunch of cider, donuts and candy was served. An appropriate Halloween movie was shown.

FAA open house, on Nov. 1 and 2, celebrating the Fifth Anniversary of the FAA, was observed by the Annette Station. Dignitaries from Metlakatla were among those attending. Charles Ryan, the mayor, several councilmen, as well as private citizens, also attended. Cake and coffee were served to all at the conclusion of the tour.

Donald Fuller, Station Mechanic Foreman, received a cash award and a trophy for both the first and largest king salmon caught this season at Annette.

Nathan B. Newcomb, Jr.

BETHEL

On Oct. 22, ATCS Bob Guay and Harry Jenkins received a call for assistance from a lost aircraft. It took about an hour to locate its position due to the few geographical landmarks to the west of Bethel, but they were able to locate and vector Mr. "Jimmix" Samuelson to the aircraft's position. The lost pilot then followed the other aircraft to an uneventful landing at Bethel.

ATCS George Hale was selected to fill the GS-9 vacancy at Bethel, and ATCS Roy Conklin passed his Bethel Area Rating. All specialists at Bethel are now journeyman grade and area rated.

Systems Maintenance—STIC LeMoyne Phillips and family arrived Oct. 17 from Cordova. Mr. Phillips passed the VOR certification examination and EMT Miller passed the Communication certification examination. All electronics personnel are now certified for their position.

We have initiated a weekly staff meeting consisting of all facility chiefs, Weather Bureau OIC, and the Station Manager. These meetings have proved to be extremely beneficial and will be continued regularly.

A Halloween party was held in our Bethair Club hall Oct. 26. We had a very good attendance from local airline and bush operations personnel and all the local government agencies. To encourage better relations, we are planning a meeting of the FAA-WBAS and local flying fraternity families.

Darell G. Bricker

BETTLES

Snowfall has been light, with only four inches reported on the ground at present. Lowest temperature for the month has been minus nine at Bettles.

ATCS/Station Albert Bacon returned from extended annual leave, so the Flight Service Station is completely staffed once more.

Hunting activity has been high the past two weeks, since the caribou migration passed thru Bettles, and a few scattered herds are lingering in the vicinity. Reports of wolves and foxes following the herd have been received.

William O. Nesbit

CAPE YAKATAGA

October did not wait for Halloween to produce unusual events. Early in the month your correspondent was taken to Cordova for hospitalization during an illness. Prompt administration of oxygen at the station by Doyle Shaw and Roy Hoyt (both ATCS) coupled with STMGR Harman Williams' decision for immediate charter flight helped avoid any serious consequences. Raymond Hensley was on the station ten days as relief EMT.

A tidal wave alert Oct. 13 also served to prove how well we can operate together. In spite of the early morning hour and the number of children to awaken and get ready, all station personnel (except the STMGR who stayed on watch) were dressed warmly, had blankets and emergency food, and were in trucks evacuating the area in only 25 minutes. The neighborly RCA "White Alice" site helped by sending an additional truck. We were really moving and we kept moving in good order right up to the "half-way house" beside the mountain steps to the VHF site. It was 4 a.m. when the emergency was declared past and we returned to the housing area, grateful it was still dry, and pleased with the assurance that we do function quickly and efficiently under emergency conditions.

October kept moving along. The next weekend was the gala re-opening of our Glacier Club. Men's suits-and-ties and ladies' fashionable dresses pushed the wilderness 'way back that night!

More in line of business, and also successful, was the work of Grant Magnent in operating heavy equipment to control the Yakataga River which was gnawing at one end of the runway. Then came Howard Coleman and his local helpers encircling the housing area with a fence as a discouragement to uninvited bears.

Roy Hoyt and young daughter Madrene spent a few October days in Anchorage so that she could receive dental attention. At the same time Berniece Formella was at Cape Yakataga—Jim doesn't really feel like a traveling ATCS any more, having been with us for several months!

October's visitor list included Dr. Tony Oney and his wife, Reta, as overnight guests at Cape Yakataga. They also touched down briefly after a successful hunt in the Icy Bay area, but returned to Anchorage in time to accept prizes in the First National Bank of Anchorage Dall sheep trophy contest.

A Halloween night program by the school children entertained the community. It was followed Saturday evening by a masquerade dance. Enthusiastic and ingenious costuming by all in attendance made that another successful October event at Cape Yakataga.

Gene Zumwalt

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

COLD BAY

Cold Bay held a Box Social for the school with huge success—$1300 worth. Now the school will be able to purchase various articles the State is unable to furnish them at this time.

Fire & Crash had open house for Fire Prevention Week and the hi-light of it was the presenting of the 100 hour certificate to C. W. Muhs and George P. Overly for volunteer training along with several 30 hour certificates. Demonstrations were given to school personnel and housewives on the use of small fire extinguishers.

Cold Bay rolled out the red carpet for its first commercial PURE JET "WORLD AIRWAY" Flight #373 to land in Cold Bay.

Many arrivals and departures this month; a regular jig saw puzzle. Ed Dahbolt (SEMT) returned from leave and school at OMB and said Cold Bay looked mighty good to him. Bill Randolph departed for training at OMB, along with Supervisory Fire Fighter John R. Fisher who left on Annual.

Fire Marshall Ray Pittman made an inspection of the station. A team of Materiel Specialists spent two days with us and Mr. Harvey and Mr. Froland arrived to explain the new "cost accounting system."

Cold Bay-ites are barely catching their breath for all the exciting things coming up in November.

Our fire and crash setup was called out three times within the month to keep the bears from the housing and working areas.

Fred E. Burnett

FAIRBANKS

The FAA in Fairbanks celebrated its Fifth Anniversary with many different private and public festivities.

Extensive publicity was promoted throughout Fairbanks by all news, radio and television media. A 30-minute television panel show was put on by local FAA members. G. E. Pendergraft acted as master of ceremonies with Sanford Peterson, Fairbanks Station Manager; Paul Leschig, CS/T Chief; Kenneth Walser, Air Carrier Inspector; and Ron Wood, ATCS, representing the Center/RAPCON.

Sunday, November 3 was Open House at Fairbanks International Airport. General Lipscomb, Commander of Ft. Wainwright; Mayor Brewington; and civic leaders were taken on a familiarization flight in a FAA flight check DC-3.

A private luncheon was held later commemorating the Fifth Anniversary of the FAA. Glenn Rogers conducted a guided tour through the Control Tower for the honored guests. The Mayor of Fairbanks cut the anniversary cake to open the public ceremonies.

Ronald Logan conducted a tour for 25 observers composed largely of University of Alaska Engineering students and their teachers through the Center/RAPCON.

A party of five Intercept Directors from Murphy Dome visited the Fairbanks Center/RAPCON as a part of their familiarization and orientation activity.

ATCS Ron Logan, David Finch, Bill Burphy, and Ron Wood attended classes in Anchorage on Pilot/Specialist Briefing.

Relief Mechanic Wilson Smith of SMDO-1 assisted with Plant work this month, Don Shelden is at the FAA Academy.

Gurden E. Pendergraft

ILIAMNA

With the departure of the traveling electricians and mechanics, Iliamna has settled down to normalcy again. The runways are in fine condition. Freeze-up finds us with runways as smooth and firm as the paved ones.

The new power plants are everything we hoped they would be with no power outages. This, of course, pleases the operators. SEMT John Ritter has installed a new F.F.R. receiver on frequency 3023.5. This is liked by the specialists.

EMT Witmer is still back at Oklahoma City cramming his skull with much electronic knowledge.

The first snow of the season arrived Oct. 14. This was two days sooner than last year. The women and children on the station managed a good harvest of cranberries before the snow covered the fields.

It seems that a large number of south bound ducks and geese didn't use airway R99 this season. Lots of Ptarmigan and Spruce Grouse will keep the scatter gunners happy this winter.

The caribou are down in the lowlands now. SATCS Medford and ATCS Heter returned a few days ago with a young fat buck.

ATCS Scotty Heters PA-12 flew two mercy missions and one search mission this fall. Off-duty hours finds Scotty spending time on his SKIDOO in hopes there will soon be enough snow to use it. This condition is being anticipated by the children on the station as well as some kids that are not quite so small.

E. W. Heter

JUNEAU

Juneau celebrated the FAA's Fifth Anniversary with a visit from the Deputy Director, Col. Ralph Taylor. Colonel Taylor gave a talk to the local Chamber of Commerce. He visited all of our facilities and met the personnel.

In observance of our Fifth Anniversary the tower held open house. Several groups of school children, along with many interested individuals visited our facility. A flight check airplane was on hand for open house to explain the method of checking navigation aids from the air. They displayed the electronics equipment used in this type of FAA work.

Mr. Robert Lawler, Chief of Employee Relations, visited us in October.

The new promotion system was explained to all by Donald Eaton, Chief of the Placement Branch.

KENAI

All station personnel including their dependents have received their yearly

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

booster shots of flu serum. The local Public Health nurse was kind enough to set up shop in our utility building and administer the shots.

FAA and private vehicles on the station are proclaiming the "Fifth Anniversary of the FAA" with their colorful bumper stickers.

All antennas for the new MARS station have been erected and we expect to get good coverage from our installation. Building 20 was just large enough for one antenna and we erected two 70 foot poles for the other.

J. C. Lawton

KING SALMON

On the evening of Nov. 1, 1963, the King Salmon Katmai Club promoted the annual "Ghost Walk" party for the FAA, USWB children and children of the community for Halloween this year. Mrs. Lyndol Pruett led the group comprised of FAA and Weather Bureau personnel in preparing and hosting this successful venture.

Game booths were constructed and the building was decorated appropriately for the occasion. Hot dogs, soft drinks and coffee were available. The building was filled with attractions, fun and noise. The end result for the evening was tired but satisfied parents and tired but happy children.

On the evening of November 2, 1963, FAA and Weather Bureau personnel attended a gala Halloween party at the King Salmon Air Force Station Officer's Club. A pot luck buffet was served and dancing was to music provided by the local USAF dance band.

- Prizes were awarded to -Mrs. Lyndol Pruett, FAA, and Major R. L. Anderson, USAF, for the best costumes. A prize was also awarded to Mr. and Mrs. Carl L. Melton for their efforts in costuming. The hospitality extended by the USAF Commander and his staff was enjoyed by all.

Carl L. Melton

MINCHUMINA

Station personnel helped locate N5239Z on Nov. 3. More than an hour after this aircraft left Minchumina for Fairbanks, Nenana heard the pilot call MAYDAY. Nenana requested information from us and John Jensen who was on watch immediately called Station Mechanic Gail Thiede who had just landed here on his way back from Fairbanks.

Mr. Thiede reported that he had seen the plane thirty minutes northeast on R39 right on course. A few minutes later a pilot who was going from Swift Fork to Fairbanks was asked to check beyond this last known position of N5239Z and he did. He located the plane less than thirty miles from where Mr. Thiede had seen him.

On the 29th of the month ATCS/STN Donald Kent spent several hours working with the pilot of N1898Y trying to bring him into the Minchumina field. The pilot was above an overcast, VFR and non IFR rated.

The overcast extended for about seventy-five miles around Minchumia so that although the pilot could see for over 100 miles he still couldn't see Minchumina. The problem was made more difficult when the pilot lost his LF receiver for awhile and then later lost all radio gear. Also he was too low for a good fix from radar.

In spite of these troubles Don was able to steer the pilot toward Minchumina mostly by using Mt. McKinley and a magnetic compass course from that mountain to Minchumina. The pilot followed instructions until he was heard and identified by bursts of power followed by slowing down his engine. However, he couldn't find a broken condition or hole in the clouds through which he could descend under VFR conditions so he proceeded back to Fairbanks.

NORTHWAY

A new arrival is SATCS Frederick B. Peter, formerly of Cold Bay.

Section Chiefs Wesley A. Welch (Plant) and Maurice D. Boslet (Electronics) returned to Northway October 15 following training sessions in System Maintenance District Office No. 1. Major agenda items were the preparation of Employee Activity reports and the various ramifications of the new supply support program in this region. Station personnel have completed an extensive program of winterizing quarters, warehouses, remote sites and heavy duty maintenance equipment.

Ormond O. Robbins

SHEMYA

This appears to be the beginning of the extended annual leave season for the "Islanders" here at Shemya. At present Station Manager Oscar M. Keranen is on extended annual leave. While on leave and following several months of planning, Station Manager Keranen married Pat B. Smock of Oklahoma City.

Last word from Station Manager Keranen is that he and Mrs. Keranen were having a wonderful time on a cross country trip.

In the absence of Station Manager Keranen, SEMT Lee Haagenson is Acting Station Manager, ATCS Bill Vogel is Acting Facility Chief.

During October, FAA N82 spent several days with us. As always, it is a pleasure to have them drop in. We wish they could stay longer, but after several days of flying in the Shemya area, the N82 makes a slow turn to the east after a west departure and is gone for another 30 days.

A pictorial display of the many responsibilities of the FAA was placed adjacent to the entrance to operations. Much of the literature on display was immediately taken by many of the individuals working and passing through base operations.

Administrator Najeeb E. Halabys' photograph with aviation and technical background material was placed with the display. The photograph was from the October issue of the "National Association of Air Traffic Specialist Inc."

Elmo V. Murray

YAKUTAT

The Yakutat FSS was still third highest in the Region for Flight Services rendered during September.

Dick Bedlington, Mechanic, departed for Galena. We have received ATCS Jim Cummins for the second time and hope to keep him now. New clerk-typist Marjorie Helfrich is exceedingly welcome to the fold.

Many hours were spent by Yakutat FAA personnel in an unsuccessful search for hunter George Willingham lost somewhere in the Italio River area southeast of Yakutat.

The tragic part was that he was reportedly wearing camouflage clothing. A tip to hunters—DON'T.

Harold H. Griffith