FAA HORIZONS

MARCH 1964

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY

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COVER. This tapestry of tickets, each a magic carpet to far and near places, represents only a part of the destinations in the world open to the air traveler passing through Dulles International Airport. Air France will soon join Pan American and British Overseas Airways in international flights. The story is on page 4.

EDITORIAL: *Competition Is Stimulating*

Archie W. League, Director, Southwest Region

An efficient team is developed and kept proficient by many attributes of its members, but principally it is the initiative of each to excel that makes a superior group. A successful worker competes with himself to do a better job, and by his performance stimulates all within the group to competitiveness. The individual's desire to compete and to excel in his work is the first step toward an efficient work team.

Competitiveness has long stimulated men to leadership and responsibility. It reflects the age-long struggle of man to realize the best that is in him. Despite the fact that some look for job security and regularity of promotions and salary increases rather than for challenging opportunities, the FAA still stresses that development of employees at all levels be tempered with competitiveness in improving performances.

As each employee sets an ultimate goal in his work, he realizes that it can be reached only through preparation sparked by this spirit to excel. Many will compete at each step of the promotion ladder, and this competitiveness for excellence will influence the outcome.

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

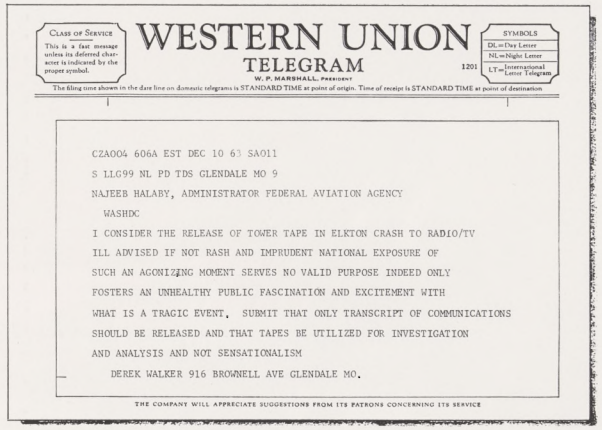
Life is the endless pursuit of goals, and each person must pursue them if there is to be meaning and reward in life. When one competes, or pursues excellence, he reflects an increased concern for competence. This tends to make his organization vital and strong. Every organization needs individual excellence in all its forms, and the man who cannot measure up to his full abilities lowers the morale and efficiency of all those about him.

In every part of the FAA there is need for those who can carry the burden of change in this swift-moving mid-Twentieth Century. The man who was a specialist yesterday may not be competent today unless he has studied, in competition, to keep abreast of all that concerns his work and organization.

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

Whatever task a person seeks to accomplish, he should decide at once that the highest excellence is also a goal. The best has to be applied if the results are to be the best. All employees, setting their "sights" on nothing less than the best, will then unite in pursuing excellence in performance of their duties to achieve the highest goals of the FAA.

Archie W. League



CLASS OF SERVICE: This is a fast message unless its deferred character is indicated by the proper symbol.

WESTERN UNION

TELEGRAM

W. P. MARSHALL, President

1201

SYMBOLS: DL=Day Letter; NL=Night Letter; LT=International Letter Telegram

The filing time shown in the date line on domestic telegrams is STANDARD TIME at point of origin. Time of receipt is STANDARD TIME at point of destination

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NAJEEB HALABY, ADMINISTRATOR FEDERAL AVIATION AGENCY

WASHDC

I CONSIDER THE RELEASE OF TOWER TAPE IN ELKTON CRASH TO RADIO/TV ILL ADVISED IF NOT RASH AND IMPRUDENT NATIONAL EXPOSURE OF SUCH AN AGONIZING MOMENT SERVES NO VALID PURPOSE INDEED ONLY FOSTERS AN UNHEALTHY PUBLIC FASCINATION AND EXCITEMENT WITH WHAT IS A TRAGIC EVENT. SUBMIT THAT ONLY TRANSCRIPT OF COMMUNICATIONS SHOULD BE RELEASED AND THAT TAPES BE UTILIZED FOR INVESTIGATION AND ANALYSIS AND NOT SENSATIONALISM

DEREK WALKER 916 BROWNELL AVE GLENDALE MO.

THE COMPANY WILL APPRECIATE SUGGESTIONS FROM ITS PATRONS CONCERNING ITS SERVICE

THE PUBLIC HAS A RIGHT TO KNOW

(Editors Note:) One of the most interesting, as well as rewarding aspects of conducting the public business in an open society is the variety of opinion almost any issue or problem produces. No problem is more important, and sometimes none is more difficult, than drawing the line between an individual's right to privacy and the public's right and responsibility to know how their government is being run. Reproduced above is a telegram from a thoughtful aeronautical engineer, who believes the issue sufficiently important to permit reprinting of his views, and the reply he received.

Dear Mr. Walker:

Your telegram to Mr. Halaby objecting to the release of the tower recording of communications relative to the Elkton tragedy has come to me, since this is my primary area of responsibility. The delemma of releasing or holding communication tapes was most difficult to resolve. There are compelling reasons on both sides of the argument, including some very emotional ones. Though I finally concluded on the other side of the issue after long and trying consideration, I certainly understand perfectly what you're saying and why.

Without burdening you with all of my concerns in this matter, let me say that the policy—which does have exceptions—to release tapes simultaneously with the printed transcript was made with full knowledge of the hazards and drawbacks, but in the belief that the public has a right to know how its Government is conducting the public business and has a right to see, hear or read information relative to that business. Exceptions can be made for reasons of national security, or on the request of the Federal Bureau of Investigation, for example.

It is always difficult to defend a principle when specifics involving human beings at a tragic moment militate against it. No one in the Federal Aviation Agency, and certainly not I, has any desire to make the last moments of any fellow human being the subject of popular conversation, much less morbid interest. There is an understandable, strong inclination to say, "It's none of their business." And in many instances it may well be none of their business.

But the hazard in this is in determining what the public should know, or what they should be allowed to hear or see, on the basis of personal opinion held by one man or one organization. If something isn't the public's business because it might be used for sensationalism, as you put it, or for some other reason which seems ignoble or morbid, where does this line stop? If a Government official can withhold information, or some document, or some other material, such as tapes, relating to a matter of great public interest or concern on the grounds that it would be used in a manner not in keeping with his own personal views, it would not be long before the public was told virtually nothing.

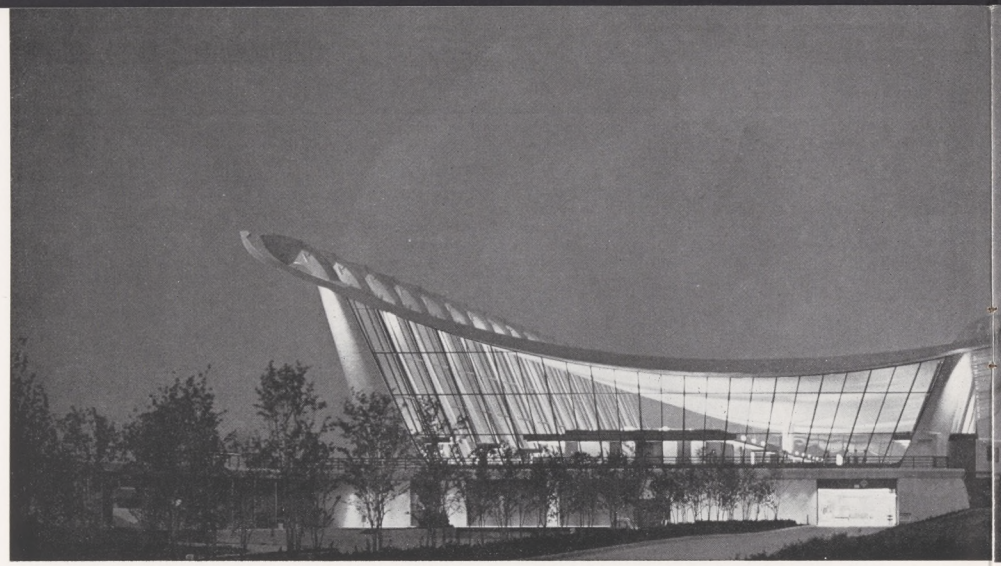
The Federal Aviation Agency is conducting the public business, and in this case conducting it on what might be thought of as public communication channels. A tragedy occurred of great interest, perhaps some of it morbid and unhealthy, but most of it quite legitimate in view of the fact that so many of our citizens fly. Except for reasons of national security, I for one cannot see on what basis the Agency could withhold any part of the record of this incident once it is certain that such action would not impede investigation or jeopardize national security. You may argue, as others have, that the release of the printed transcript should suffice but in my view this is not entirely logical, and it certainly is not practical. Anyone determined to get these tapes can get them. through Congressional channels, if all else fails. When that happens, the Agency loses all control of them as well as the opportunity to interpret and explain what did occur.

Again, it's a difficult question and a very hard issue to discuss without emotion. But while I understand very well why you feel as you do, I have covered the ground many times and conclude that the importance of the people's right, and responsibility to know, the grave danger of determining the release of public information material on the basis of one's own subjective views makes the policy of full disclosure difficult but necessary in the national interest.

Sincerely yours,

Phillip M. Swatek

Phillip M. Swatek, *Director*
Information Services



Dulles International Airport...A Bold Step Into Tomorrow

Dulles International Airport was built for the future and the future is approaching with supersonic speed. When tomorrow's jets sweep into the Nation's Capital from all over the world, Dulles will be ready for them.

Traditionally—as the flow of air travel heightens—aviation has tried to meet the accompanying problems of adequate airspace, navigational aids, air traffic control and ground facilities. Dulles International, unusual in so many ways is unusual in this, too. It is ahead of what has become a familiar traffic crisis.

Dulles is not so unusual that it doesn't have its critics, however. There are those who say it is too far from downtown Washington—30 miles; too expensive—$110 million; and that it is not needed anyway. Although the best time to debate these questions would have been from five to 15 years ago, the questions are sincere.

First, why did Congress, in 1950, decide that the Washington area needed another airport?

A visit to Washington National at that time would have been answer enough. Built in 1941 at the insistence of President Franklin D. Roosevelt, its capacity for handling traffic already was taxed in the early '50s. During peak traffic hours, there weren't many flights that could get in or get out without delay. And the phenomenal expansion of civil aviation that everyone knew was to follow the growth of air power in World War II had hardly begun. Even though it has no scheduled jet service, National is now the fourth busiest airport in the country.

While expansion of Washington National obviously was considered, in view of the traffic jam, it could not be expanded without great difficulty. The Potomac river channel flanks it on the east and southeast. The Pentagon lies just north, and everywhere else it is skirted by expensive private or commercial real estate.

Arguments over how much to expand and what should serve as the criteria for expansion of Washington National stalemated a decision about where another airport would be built. The result was that when the airlines began operating jets in the fall of 1958, Washington was not on the schedules. FAA could not permit turbojet traffic at Washington National. Runways for jets at that time had to be close to two miles long. National's longest runway was half long enough.

Jet passengers for Washington were, therefore, diverted to Baltimore's Friendship Airport, a field in a sparsely populated area 34 miles from Washington which had been expanded to handle jets. But Baltimore, the planners felt, could offer only a temporary solution to Washington's problems. Forecasts of 1958 indicated that in 1965, nine million passengers would fly in and out of the Baltimore-Washington area. With National unable to handle jets, it was their belief that it was just a matter of time before Friendship was overburdened. In 1957, the CAA (FAA's predecessor) predicted that even if Friendship were developed to its ultimate capacity, it couldn't handle its share of area traffic after 1965.

It was also proposed that Andrews Air Force Base, some 10 miles southeast of Washington, be converted to a civil airport and military operations be moved into Virginia or Maryland. But the military had given a flat "no" to the proposal, insisting that Andrews—for reasons of national security—be retained exclusively for military use.

The solution to the problem was to build another airport.

Passengers who use Washington National naturally like its proximity to the city. Then why was Dulles located 30 miles away?

Airspace is most important in the selection of an airport site. Airplanes, especially jets, need tremendous "chunks of sky." Airspace for a new jetport in Washington had to be blocked out so it would not conflict with the airspace requirements of the 21 existing civil and military airports.

Airspace is at a premium in the heavily-traveled Washington-Baltimore area—the southern portion of the busiest airways in the world along the U. S. Eastern Seaboard. Approximately 1200 airplanes are controlled in that airspace daily. Washington National and Andrews Air Force Base are among the busiest airports in the world. Friendship is 34 miles to the north, right on the airway to New York and Boston. The Quantico Marine Base, about 35 miles to the south, and Norfolk-Richmond operations in and out of Baltimore and Philadelphia, also use this area airspace.

Jets Need Larger Holding Patterns

The problem of separating 1200 flights daily in these airways is critical near the airports. Planes take off and land every few minutes, descending and climbing to get to their assigned "IFR" altitude.

In addition to holding pattern airspace, special airspace must be earmarked for approaches and take-offs. Another requirement, adding to Washington's complex airspace situation, is the need to observe restricted and prohibited areas which either overlay the city proper—over the Capital for example—or adjacent to the metropolitan airspace above a military or other national security installation.

Those who championed expansion of Friendship were advised that the increasing traffic using Washington's "shrinking" airspace, would jeopardize air safety. In 1958, after an exhaustive study had been made of all potential sites, Chantilly was selected by President Dwight D. Eisenhower. It offered the least possible conflict with Washington National, Baltimore and military traffic.

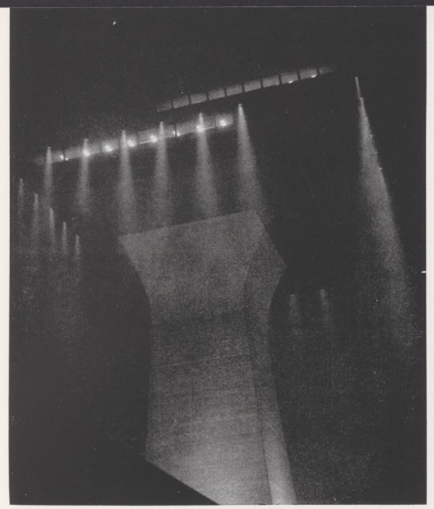
Nearly 10,000 acres of land were purchased for the new airport—two-thirds the size of Manhattan Island. The builders planted thousands of seedling trees around the airport as insulators to absorb noise.

To "shorten" the distance from downtown Washington, a no-access road was built exclusively for Dulles travelers—once on it for DIA, that's the only place you can go.

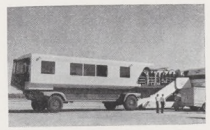
In terms of its capacity to meet the demands of jet travel, Dulles International Airport has an advantage over every other airport in the world. It is the first airport designed specifically for jet aircraft and jet aircraft passengers. It was planned even to handle the Supersonic Transport when that awesome bird goes into operation in the 1970s.

The concept of the airport and its terminal has remained basically unchanged in other airports from the beginning of commercial travel. As the number of flights increased and demand for gates increased, distances to airplanes from the terminal lengthened. The terminal building grew "fingers"—long enclosed walkways for the passengers. This was the "centralized" terminal. As the length of the "fingers" grew, they sprouted sub-terminals to accommodate the passenger.

The "finger" system managed to accommodate airport growth, but at the expense of passenger convenience and airline economy. Passengers walked farther and farther. Cities spent more and more money for concourses leading to



Left: After dark the control tower at Dulles International Airport is a dramatic spectacle (Washington Magazine photo). Upper right: The mobile lounge gives to Dulles passengers a degree of service not found at other airports. Lower: Interior of the magnificent terminal building designed for DIA by the late Eero Saarinen, which has become a great tourist attraction.



more and more "fingers." Airport concession facilities had to be duplicated to serve passengers.

Before jets went into commercial service, the average passenger among the 48 million who enplaned during 1958 walked from his parked car about 650 feet to the ticket counter and from there about 950 feet to his airliner. This adds up to about five times the length of a football field. As the jets came in, those distances increased.

The architects of Dulles International Airport planned to arrest airport sprawl, reduce taxiing and maneuvering of heavy airplanes at $60 a minute, provide enclosed passage from building to airplane, and—perhaps most important to the average passenger—reduce walking to a reasonable distance.

Having decided to eliminate the "finger" system, the designers of Dulles had to find a way to move the passengers safely and comfortably from the terminal to the airplane.

They examined the systems used in some European cities. In London, Paris, Amsterdam, and Frankfurt, conventional buses are used for transporting passengers to airplanes. This solves one problem but it creates another. Often the buses are crowded, beyond capacity, and the passengers still have to walk up and down steps.

Mobile Lounges Save Shoe Leather

The solution seemed to be a complete separation of terminal and aircraft. This plan was translated into a mobile departure lounge, a modernistic vehicle two stories high and larger than eight intercity buses combined.

When a passenger enters the main terminal building, he walks a few steps to the proper airline counter and checks in with his baggage. That done, he finds nearby loading gates along the wall opposite the main entrance. There is no bewildering maze of concourses. Loading gates are grouped according to the airlines they serve. The mobile lounges are docked here.

As flight departure time nears, the door to the mobile lounge opens. The traveler enters, sits down on one of the soft leather seats and makes himself comfortable for his five-minute ride to his plane, with up to 80 other passengers.

As the lounge reaches the plane, a half-mile from the terminal, pneumatic units at the front press against the airplane and form a passageway through which the passenger walks into the plane and takes his seat.

The elimination of "finger" structures provides a large capital cost savings. The mobile lounge terminal building is approximately one-third smaller than most central terminals but still offers the same number of concourse services.

Christening of Washington's jet-age air center, Dulles International Airport, came by a stroke of President Eisenhower's pen on July 15, 1959. The Executive Order observed "It is fitting that the international airport being built to serve our Nation's Capital should bear the name of this distinguished American whose name is revered wherever men cherish democracy and freedom."

Often called the most traveled Secretary of State in history, John Foster Dulles (1888-1959) journeyed nearly 600,000 miles by air during the six years he held the office. He was no stranger to international airports, having made 60 flights abroad during that period.

From the beginning, it was expected that Dulles would pay for itself in three phases over a thirty-year period.

By 1966, or after the first three years of operation of Dulles, revenue should exceed expenses for the first time.

It is possible that the Government will get its money back much earlier than planned. Each month the passenger count at Dulles goes up—and so does the revenue. In fact, Dulles has done better in its first year of operation than Chicago's O'Hare did in its first three years and New York's Kennedy did during its first four. That comparison is one of passenger volume. Another point of comparison is significant, too. Both the Chicago and New York International airports have had to spend between $200 and $300 million in development costs, just to keep up with increasing needs. Most of that money has been used to expand the terminal building for more aircraft parking positions. Dulles eliminates those costs; the expansion can be done at the parking area. If ever a sizeable increase in mobile lounges is called for, the terminal can easily be extended lengthwise. By considering tomorrow's exigencies on the drawing board, Dulles' planners already have saved the Government untold millions of dollars in the future.

Beckham (l.) accepts scroll from Frank Kadi. Malcolm Baker (r.) smiles okay.

Beckham Aided Search for Earhart

Greef Beckham

The gigantic search of Southwest Pacific waters and islands 27 years ago for any clues to the fate of Amelia Earhart and Fred Noonan was recalled recently by a Pacific Region employee on the occasion of his leaving the Pacific to go into retirement.

He is Greef R. Beckham, an electronics technician with Systems Maintenance Division. Greef has 27 years of Federal Service, including four years with the United States Navy and 23 years with FAA. Greef plans to pursue fishing and other interesting sidelines in the Pacific Northwest before settling down to the serious business of retirement.

When word was spread announcing the possible loss of the world's most famous aviatrix, Greef was a radio operator in the Navy.

This is Greef's story of his role in the search for Earhart and Noonan:

When I first flew over Canton Island, 1900 miles southwest of Honolulu in the Phoenix Group, in 1937, little did I dream that some day my official duties would take me back there.

This first occasion was a historic one: the search for the lost plane bearing Amelia Earhart and her navigator, Fred Noonan. Later, I made visits to Canton as part of my maintenance district.

I was a Naval Radio Operator aboard the U.S.S. Colorado in 1937, and on the fateful day of July 2, had "watched" messages exchanged between the Commandant of the 14th Naval District and CNO, Washington, designating the U.S.S. Colorado to take charge and conduct a search for the Earhart plane.

Our ship had been docked near Aloha Tower in Honolulu, but when I awoke on the 3rd of July, I discovered we were in Pearl Harbor, where we took on fuel, stores, and a newspaper reporter. We soon cast off our lines and got underway, headed for the vicinity of Howland Island, full speed, where Miss Earhart and her navigator, Fred Noonan, had intended to land. (The Coast Guard cutter Itasca had waited at Howland with several drums of gasoline for Earhart's twin-engine Lockheed.)

During the course of the search the Itasca was joined by the cutter Swan and destroyers Cushing, Lanson, and Drayton. In the meantime, the U.S.S. Colorado carried out air searches of the various islands in the Phoenix Group with her three observation seaplanes.

We departed Pearl Harbor on July 3, and arrived in the search area on July 7. I was asked if I would volunteer to fly as radioman and observer during the search. The aircraft were O3U-3 type bi-planes powered with 550-h.p. Pratt & Whitney engines. They were the single-pontoon type. Communication between all units was by Morse Code.

On July 7 we catapulted the planes over a calm sea and began searching just southeast of Baker Island and covered the area from there to Gardner Island in the Phoenix Group.

Taking to the air from a runway is one thing, but from a catapult it's something else. The first time is exciting—there is always the small doubt that adequate speed will be attained.

My pilot was a Lieutenant Fox—and he was tops in my book, although there were times when I had my doubts. The planes carried four hours of fuel in the main tanks, plus a 20-minute reserve. There were times when, after four hours of flying, no ship was to be seen. A few minutes later we somehow managed to land in the smooth wake of the battlewagon and were taken aboard by crane.

After takeoff, I would reel out 55 turns of trailing wire, load the small 15-watt transmitter on 1025 KC, and establish communications with the DF shack aboard the ship. My best friend, Mike Dutchak (W7DSN), operated the DF. We evolved an "are you there" system where every ten minutes or so I would send a couple of dots. Mike would "dit" back at me to let me know he heard. Occasionally I'd hold the key down for three or four seconds and Mike would swing the loop for a bearing and send me an "R." We didn't do much "talking" as we had been instructed to "forget the key and rubberneck." A few times, Fox asked for a bearing and Mike always had it pronto.

When we came to an island, Fox would signal to "reel in." Then we would zoom low over and around the island. Then Fox would pull up to 1000 MSL and hand me a message to transmit back to the ship, which would read something like "Leaving Sidney. No wreckage. No sign of life. Proceeding Phoenix."

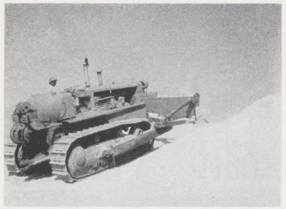
We landed in the quiet water near Hull Island and a white man was paddled out to us in an outrigger. When asked if he had seen anything of Earhart and Noonan, he said "No, who are they?" The pilot told him and then asked "Don't you have a radio?" He answered in a British accent "Yes, but the battery has been dead for two years now."

We kept the planes in the air all daylight hours and searched out all the islands and reefs in the area. Evenings, I sent press dispatches to a radio station in Hawaii (KYG).

We had rigged one of the ship's transmitters with loop modulation so that we could make voice transmissions to "KHAQQ," the Lockheed's call letters. There was never an answer received.

The U.S.S. Lexington, with her heavy-hearted crew, arrived in the area on July 11, and the U.S.S. Colorado departed for Honolulu.

Ever since the last radio contact with the Itasca, about an hour before the plane was expected to reach Howland Island, the disappearance of Amelia Earhart and her navigator, Fred Noonan, has remained a real mystery.



On Wake Island Leroy Henry's unrelenting campaign for safe driving extends to all motor vehicles from the heaviest type of equipment down to ordinary automobiles.

SAFE DRIVING WATCHWORD ON WAKE

It's not easy to park a car in a space only six feet longer than the car, especially when you're not allowed more than two shift changes and you're prohibited from touching the curb, though your tires must come to rest not more than eight inches from the curb. By the same token, it's not easy to put a 20-inch cable hook inside a 24-inch oil drum when the hook is dangling from an eighty-foot crane boom and the drum is sitting fifty feet from the operator.

Those are just a couple of items that an applicant for an operator's permit should practice before he comes up against Leroy Henry's operators' examination program. Henry is not only a good guy to know—he's a heck of a good guy. He merits, and HAS, the respect of just about everyone—from his boss, Douglas Gusukuma, up to the Regional Director, and down to the lesser ranks of Pacific Region. The respect for Henry doesn't stop there, either. He's often called upon by the Civil Service Commission office in Honolulu to train Civil Service examiners for motor vehicle and heavy equipment operator permits.

Leroy Henry's position is that of Driver Examiner in the Region's Motor Fleet Management Section—part of the Administrative Services Division. Chief of the section is young and affable Douglas Gusukuma.

Under Gusukuma's program, which has the whole-hearted blessing of Administrative Services Division Chief Gil Kaylor, both he and Henry have been conducting a quiet but effective campaign to eliminate waiving of *any* motor vehicle driver testing requirements, even at outer island locations, no matter how remote. To carry out the objectives of this program Henry has for the past year been training examiner designees at Wake, Canton, and Guam.

Because of the intensive and ambitious program, all motor vehicle or ground-powered equipment operators must take a visual, written, and actual performance test to qualify for an operator's ticket. Overall theme of the Gusukuma-Henry program is not to place emphasis on the number of prospective operators who fail to qualify, but to raise the standard and quality of FAA vehicle operators. Hence, the central, overriding objective is driver improvement.

"The critique sessions following each driver examination," says Henry, "is the key to more skillful driving and saner attitudes." Give and take discussions between examiners and applicants is encouraged. In this manner, receptive applicants add to their driver knowledge and gain a broader understanding of the techniques used for self-preservation behind the wheel.

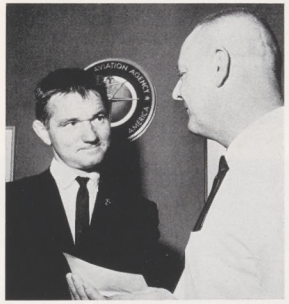
Gusukuma points out that good, reliable operators and well-trained, qualified examiner designees greatly benefit the Government and FAA through standardization of requirements and elimination of delays in qualifying operators, both FAA employees and employees working for contractors at various locations where FAA has prime responsibility for vehicle and traffic programs. Hence, Gusukuma allows Henry wide latitude in the accomplishment of their objectives. Henry, in going about his duties, eats, sleeps, and lives driver training and safety behind the wheel of a vehicle or the levers of a bulldozer.

"It is my fervent prayer," says Gusukuma, "that no FAA employee dies in an accident because he was sitting on top of his seat belt."

Left: Buckets must be dropped within proper bounds. Right: Holes must be dug with precision, and hooking on a 24-inch oil drum is no easy job for crane operator.



Father Canice F. Cartmell Gets First Employee-of-Month Award



Father Cartmell gets Employee of the Month Award.

Wake Island Acting Area Manager "Cy" Amerling recently instituted the practice of naming a Wake Island FAA Employee of the Month, and Father Canice F. Cartmell, Wake Chaplain, was first to receive the distinction.

The monthly winner is selected by a five-man committee from entries submitted by the various area staff chiefs. A dinner for two (or cash equivalent) is given along with the certificate.

The certificate of award presented to Father Canice reads:

FATHER CANICE F. CARTMELL is hereby commended for his outstanding community leadership which has brightened the lives of many residents on Wake Island during the month of Dec. 1963.

The only difficulty that Amerling can possibly foresee in his new program is the fact that the year has only twelve months, which could make for a goodly number of runner-up candidates. The program was instituted, according to Amerling, to reward short-term excellence not currently provided for in other employee merit programs.

WATER PRODUCTION INCREASED

A local modification to the distillation unit of the Wake Island water supply system has resulted in increased production of potable water. The copper-nickel separator in Stage #1 of the unit was temporarily replaced with boiler plate drilled with twelve additional holes staggered between the normal holes, and the pressure to the orifice plate was increased by one psi to six pounds. During one 24-hour period production jumped from normal 47,831 to 53,507 gallons.

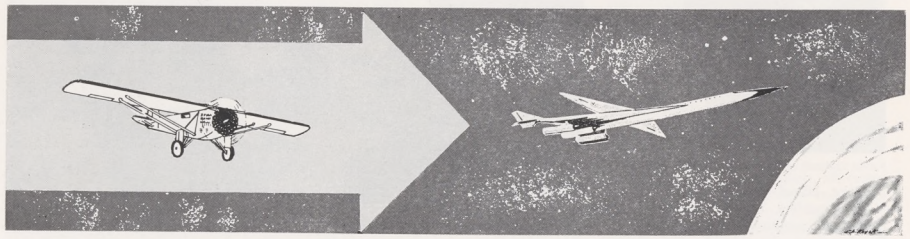
ISLAND'S CHURCH COUNCIL MEETS

Under the shadow of the cross atop the Catholic Chapel on Wake Island, interested personnel discuss church matters. From left to right, they are: Father Canice Cartmell, Wake Chaplain; Rev. Seido Ogawa, Executive Director, Honolulu Council of Churches; George Leong, Sunday School Committee Chairman; Michelle Tougher, in arms of father, Michael Tougher, Trustee, Protestant Nondenominational Group; Mrs. Tougher; and Cyril Amerling, Acting Area Manager, Wake. Father Canice, a Catholic, coordinates religious activities for all faiths and strives to have clergy from as many faiths as possible visit and hold services on Wake. All pictured above, except Reverend Ogawa, live on Wake.

I OBJECT, YOUR HONOR

During session of Wake Island court, "Prosecuting Attorney" John T. Stewart, Assistant Regional Counsel, presents case of violation of Wake Island Code to Judge Jon Wiig while Court Stenographer Phyllis Samuels dutifully records proceedings. During one day's session the court disposed of thirteen cases; in two cases the defendants pleaded not guilty, and cases were continued for two weeks. Mrs. Samuels lives on Wake Island. Judge Wiig and Attorney Stewart travel from Honolulu to Wake for sessions.

THE STORY OF FLIGHT



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

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

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

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

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

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

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

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

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

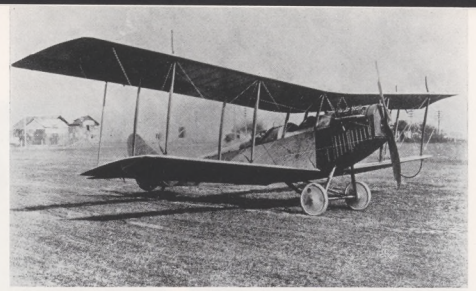
The world's foremost woman flyer, who later flew into immortality, was Amelia Earhart. She, too, conquered the Atlantic in her airplane the Friendship. Amelia made many flights and set many records. Her last flight was a round-the-world flight with navigator Fred Noonan in 1937. They were lost somewhere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

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

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

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

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



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

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

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

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

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

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

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

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

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

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

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

John Rasmusson is unable to crash the party without "paying the postman"—in this case, Gladys Braddy.

Behind bar: (l. to r.) Bruce Hitchcock; Mike Braddy; B. Gallimore; J. Cook. Customer is R. Donald.

Bob Gallimore (center) in his "official" pilot uniform, setting up to blast Dr. Cierebiej into orbit.

Rhythmaires Espinada, Ishihara, Makuakane swing.

"Paula" Blankmann hulas to vocals of Joe Aarona.

Edward "Smokey" Glowania does combo's rhythm's.

George Amundson gets kick out of Pearson's remarks.

George is serious dealing with "Edwina" Shivers.

Sim Provencher introduces boss "Charlotte" Hersey.

Nuts Get Like Organized, Man

The uninitiated observer would tend to call the padded wagon and the boys in white when the Hawaiian-titled Hui O' Pupule holds a meeting, especially when some new member is being ushered into the exclusive organization. Typical requirement of a new member is to dress in anything-but-normal garb and do most anything abnormal (usually sub-).

"Hui O' Pupule" in Hawaiian means, literally, a society of nuts. The hui was started ten years ago for want of any other club for FAA (CAA) personnel on Oahu. Its first president was Dave Dang, presently with John J. Harding Co., Honolulu, recording equipment dealers; the secretary was Lily Park; treasurer, Lilia Lee (now Olds). Herbert N. "Pete" Slate, I&M, is credited with originating the name.

Membership was first restricted to 25 members—since increased to the present 35. The club meets whenever the urge to drink and make merry prods a quorum, or annually, whichever happens first. (They've never been restricted to one meeting a year.)

The present officers are: Gladys Braddy, President; Margaret Deponte, Secretary; and Mike Braddy, Treasurer.

The club has a long waiting list of applicants for membership, to replace those who die, resign, transfer from Oahu, or are otherwise indisposed to participate. The club, at least once a year, opens a meeting to all members of FAA.

REGION KEGLERS EXPECT BANNER YEAR IN 1964

Bowling winners: (l to r) Stanley Miyashiro, Tom Tanabe, Carol Fukuhara, Wilfred Higa (Times Grill, Sponsor), Barbara Tanabe, and Cliff Miyashiro.

The Board of Directors of the Bowling League: Wallace Hong (I&M), President; Ronald Fo (AT), Vice President; and Ronald Somera, (I&M), Sec.-Treas.

The FAA Bowling League, which climaxed a highly successful season with a banquet at Honolulu's Hon Kung Restaurant January 10 with 181 members in attendance, is looking forward to even bigger events this year.

The wind-up for '63 ended a 20-team league. According to Ronald Somera, I&M, Secretary, originator and mainstay of the league, a 24-team league has been organized for '64; the league opened at J & J Kamehameha Bowling Center last month.

The Times Grill team (Cliff Miyashiro, Capt.) won top honors for '63; second place went to Capt. Somera and his Trophy House team; and Kanraku Teahouse was third, captained by Bobby Valencia.

PACIFIC REGION'S FAA CLUB ELECTS NEW OFFICERS

Pictured above are the newly-elected officers of the Pacific Region's FAA Club: (l to r) Frank Fong, Gilbert McCoy, Joe Fisher, Chris Deming, Ken Doolin, Gladys Braddy, Frank Trigilio, Nelson Chang, Joe Kealoha.

The recently formed Pacific FAA Club has elected new officers for 1964. They are: President, Kenneth V. Doolin, Audit Division; Vice President for Cooperative Activities, Franklin C. F. Fong, I&M; Vice President for Educational Activities, Joseph E. Fisher, P&T; Vice President for Athletic Activities, Frank J. Trigilio, AT; Vice President for Social Activities, Joseph G. Kealoha, P&T; and Vice President for Contact Activities, Christian F. Deming, AT; Secretary, Gladys L. Braddy, I&M; and Treasurer, Nelson K. J. Chang, I&M.

The vice presidencies are newly established offices that were set forth by the approved constitution and by-laws. Under their direction will come various activities, such as group travel, group buying, recreational programs, social events, and other sundry activities in which the Club wishes to participate.

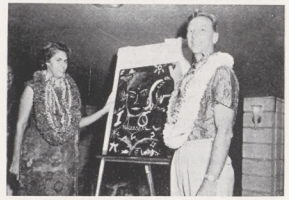
The interim group of officers served primarily as an organizational body to develop the Club's constitution and by-laws and to achieve Agency recognition. At present there are approximately 415 members in the Club.

Flight Personnel Sport Uniforms Designed by ASD'S Keith Sellers

Pictured above is what well-dressed flight personnel on Pacific Region aircraft are wearing these days.

Modeling the uniform in the above photo is ONE of the "best-looking" pilots in the region—Marion M. Davis, FIDO, Honolulu. The cap and wing designs are the creative art work of Floyd K. (Keith) Sellers, Illustrator, Administrative Services Division.

ABERNATHY PAU HANA PACIFIC



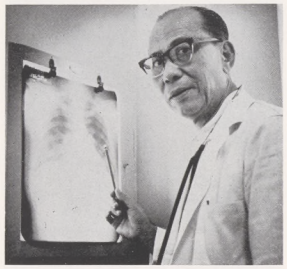
Mary and John Abernathy, with "Famous" painting.

John E. Abernathy departed his post as Chief, Materiel Management Branch, I&M Division, on January 17. His new assignment is at Washington headquarters where he will serve as General Supply Officer, Logistics Management Branch, IM.

John and Mary departed after a warm aloha party given at Haiku Gardens by their many friends. Adorned by leis, they enjoyed a teriyaki steak and were presented a most unusual black velvet painting.

Everyone at the party literally had a hand in it. They painted it before his eyes. It may be a far cry from a Rembrandt or a Leonardo da Vinci, but as long as it decorates the Abernathy recreation room some of Hawaii will be there to remind them that the fertile soil of Alohaland lets roots of friendship grow.

PEOPLE IN THE NEWS



NATIONALITY: UNITED STATES. The kindly-looking gentleman pictured above is Dr. Jose N. Rosal, Chief of the Medical Staff on Wake Island. Dr. Rosal, formerly a Philippine national, earned a fine Christmas present for himself—a Certificate of Naturalization, which makes him a citizen of the United States. Congratulations, Doctor!

• **RESIGNED.** *Orville Burlile,* Fire Fighter, Wake Island, after two years; *Bernard Van Blair,* Policeman, Wake Island, after three years; *Harold K. Fukunaga,* staff auditor, to accept an appointment with the Hawaii State Department of Education.

• **EMPLOYED.** *Dr. Sherrod V. Anderson,* Honolulu, Regional Medical Staff, currently assigned to Canton Island, will act as relief and emergency doctor where and when needed.

• **TRANSFERRED.** Into Region: *Daniel A. Ward,* International Aviation Affairs Officer, from Washington Office to Pacific Region headquarters; *Joseph D. Harrison,* ATCS, from NAFEC, to Check Pilot, Flight Standards, Honolulu. Out of Region: *Clarence L. Whitaker,* Electronic Inspector, Flight Standards, to Western Region; *Howard B. Bolton,* Construction Inspector, I&M, to U.S. Army Corps of Engineers, Hawaii.

• **PROMOTED.** *Leonard C. Nelson,* Construction Engineer to Supervisory Construction Management Engineer, I&M, spent last year on Samoa, now in Regional headquarters; *Dalton P. Petterson,* Supply Commodity Management Officer to Contract Specialist, I&M, Honolulu; *Toshio Teruya,* Electronic Maintenance Technician (Radio) to EMT (Gen.), SMDO #1, Honolulu; *Roy T. Kobayashi,* ATCS, from Honolulu FSS to Honolulu IFSS; *Clarence L. Musgrove,* ATCS, from Trainee to Assistant Controller, Maui CS/T; *August P. Perry,* General Engineer to Supervisory General Engineer, I&M, Honolulu; *Albert D. H. Lau,* Contract Specialist, I&M, Honolulu.

• **REASSIGNED.** *John R. Haverty,* from Chief Flight Engineer, Standards and Training Section, FS Division, to Supervisory Flight Engineer, FIDO, Honolulu; *Alfred W. Shilling,* Watch Supervisor to Proficiency Development Office, IFSS, Honolulu; *Norman L. Butner,* Electronic Maintenance Technician, SMDO-2 (Guam) to SMDO-1 (Honolulu); *Robert G. O'Hara,* SATCS, Airspace and Procedures Branch, to Chief, Honolulu Tower (requested change when tower position became vacant; previously tower controller and chief); *John C. LaBarre,* SATCS, AT Division, from Executive Staff to Airspace and Procedures Branch; *Robert G. Dickson,* from Chief Navigator to Supervisory Aircraft Navigator, FIDO, Honolulu; *Donald J. Tierney,* SATCS, Chief, Honolulu Tower, to Regional Duty Officer, Regional headquarters.

• **DESIGNATED.** *C. G. Amerling,* Acting Area Manager, Wake Area Office ("Cy" has spent total of seventeen years on Wake and Canton Islands); *Lyle V. Kilpatrick,* Acting Area Manager, Guam Area Office; *J. Victor Cox,* Acting Area Manager, Canton Area Office; *James W. Haines, Sr.,* Acting Area Manager, Samoa Area Office.

• **RETIRED.** *George William Perdew,* 65, with 18 years of Federal Service, effective December 21, 1963. Mr. Perdew (shown in accompanying photo receiving Certificate of Retirement from Robert I. Gale, Regional Director), served in the U.S. Navy from 1916 to 1921, spent the next three decades in private enterprise in Honolulu, then came to FAA in 1950, starting as a GS-5 EMT on Wake Island, and working up to a GS-11 at Ewa SMS #15. *Greef Beckham* (see page 7).

• **DIED.** *William Henry Carlisle,* 58, on December 14, 1963. Mr. Carlisle was a plumber on Canton Island for the past four years. At the time of his death, attributed to a heart ailment, he was on leave in Honolulu. During the war he was with the U.S. Engineers. He also had a tour as a detective with the Honolulu Police Department; *Paul L. Gray,* 47, December 28, 1963, after twenty-one years of federal service, At time of death was stationed at Fort Weaver, Oahu. Worked for Army Signal Corps prior to joining FAA/CAA in 1946. Served in Alaska, New Mexico and Oregon, joined Pacific Region in 1958.

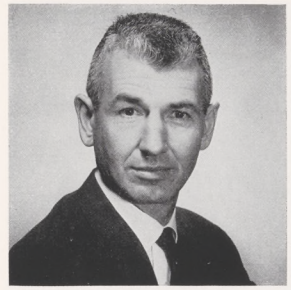
• **SELF-EDUCATED.** *Earnest A. Evans* (see cut), Flight Inspector District Office, Tokyo, Japan, recently completed the FAA Directed Study Course "Fundamentals of Supervision." Evans has been with the Tokyo FIDO, stationed at Tachikawa, since April 1963. Prior to his four years as a civil servant he spent 20 years with the U.S. Navy.

HELP

Us Meet the Deadline!

To all Regional Reporters: Please get your materials in to us at the Regional Information Office by **the last working day of each month.**

WARD NAMED TO HIGH POST IN PACIFIC REGION



Daniel A. Ward

Daniel A. Ward, associated with the CAA/FAA international programs for the past 14 years, has been named International Aviation Affairs Officer for the Pacific Region.

Ward is now on the staff of Regional Director Robert I. Gale. The appointment is an extension of the FAA's decentralization program which transferred operational activities from Washington headquarters to the regions. Ward will act as adviser to the Regional Director on aspects of regional programs relating to U.S. international airline operations; flight inspection activities; certification of foreign-made aircraft for use by U. S. international airlines; air traffic control liaison under agreements with military services; and other aviation matters subject to the jurisdiction of the U. S. or services provided by FAA under agreements with other agencies or foreign governments. The administration of foreign assistance activities remains in Washington.

Ward joined the FAA's predecessor, the Civil Aeronautics Administration, in 1942, as an airport traffic controller at Seattle's Boeing Field, later transferring to control towers at Billings and Great Falls, Mont., and Anchorage, Alaska.

He interrupted his work with the Agency in 1944, for a two year tour of duty with the U. S. Navy where he received his wings and was commissioned a Naval Aviator.

After his return to the CAA in 1946, he worked as an airport traffic controller in towers at Great Falls, Mont., Seattle, Wash., Anchorage and Juneau, Alaska.

In 1950, Ward went to Wake Island as an Air Traffic Management Specialist and also served as Acting Manager of the Island which is under the administrative control of the FAA. Later he returned to the States and continued his duties as Air Traffic Management Specialist at San Francisco. In 1956 he was named Air Traffic Management Adviser to Headquarters, Fifth Air Force, Japan. Ward transferred to Washington headquarters in 1959 as Chief of the Air Traffic Management Section, Technical Assistance Division. In that post Ward provided technical advice, assistance, recommendations and decisions on air traffic management matters relating to overseas technical assistance programs. In 1960, he became Chief of the Air Navigation Branch, International Organizations Division in the Office of International Aviation Affairs where he was responsible for planning and executing Agency obligations for the development, coordination and presentation of FAA and U. S. air navigation technical positions and programs to the International Civil Aviation Organization (ICAO).

Ward is a native of Granger, Washington, and attended Santa Rosa Junior College, Calif., as an engineering major. He holds a Commercial pilot license with multi-engine, land and sea, flight instructor and instrument ratings.

Ward is married and has three daughters and one son.

YOUR SICK LEAVE MAKES A POOR LIGHT LUNCH

In a Veterans Administration publication, management used the following parable to make a point: In ancient times one night, three horsemen were riding across a desert. A voice called out of the darkness: "Halt."

They obeyed. The voice ordered them to dismount, pick up four loaves of bread that were hidden behind a rock, put the bread in their saddle bags and remount. The voice then said: "You have done as I commanded. Tomorrow at sun-up you will be both glad and sorry."

Mystified, the horsemen rode on. As the night fled by, they started to nibble on the bread—just out of curiosity. When the sun rose, they reached in their saddle bags and found a miracle had happened. The bread had been transformed into gold. They then remembered the warning by the voice. They were both glad and sorry—glad they saved some, and sorry they had not saved more.

And that is the story of SICK LEAVE.

Argentina Invites Rizzo to Aid In Marathon Swim Arrangements

Harry Rizzo

Harry Rizzo took ten days of annual leave last month to get into the swim of things in Argentina.

Rizzo, a Headquarters employee in the Office of Management Services, accepted an invitation from the government of Argentina to help organize the thirty-eight-mile marathon swim on the Rio Coronda River in mid-February. Formerly a championship swimmer and record-holder, he has become an internationally prominent figure in the world of professional marathon swimming.

Last August, when the World Professional Marathon Swimming Federation was formed in Roberval, Quebec, Canada, Rizzo was unanimously elected a trustee. At the time he was employed at NAFEC in Atlantic City—his home town. For the past ten years, Rizzo has served as chief judge for the Atlantic City World's Professional Long Distance Swim, and in 1962 and 1963 was a judge for the Canadian National Exhibition 15-mile Lake Ontario Swim.

As a high school junior and senior, Rizzo was New Jersey State breaststroke champion and in his senior year, 1940, he became national breaststroke champion—equaling the world's 50-yard mark of '28 seconds. In 1940—the same year his high school team set the Junior National Record at Chapel Hill, N. C.—he was named to the All-American High School Swimming Team.

Rizzo entered Rider College and captained the freshman swimming team, but soon he entered the Navy and became captain of the Amherst, Mass., Navy swimming team in 1943. The next year he set a world's record for the 150-meter relay in Hawaii with Peter Fick of the New York Athletic Club and Bill Smith of Hawaii. His team won the service championship in Hawaii in 1944.

TEACHING THE TEACHERS, NEW WRINKLE IN PILOT TRAINING TECHNIQUE

The tables were turned recently in Virginia when teachers became students during a rugged week of classroom training.

The occasion was the first Virginia Flight Instructor Refresher and Standardization Course. It was a six-day course offered to flight instructors throughout the state to update and unify their own methods of teaching.

From more than 100 applicants, 40 flight instructors were chosen to go to Richmond. To defray salary losses each student was given $100, free hotel rooms, and $4 per day for meals from the Virginia Division of Aeronautics.

The program was divided into 46 hours of ground school and 15 hours of dual and solo flight. Instructors were furnished by the FAA's Eastern Region, the FAA Academy in Oklahoma City, and the United States Weather Bureau. Topics included air traffic control, weather, flight maneuvers, instruments, and the psychology of training.

The students themselves were well qualified for the detailed and advanced training they received from more than 25 FAA and Weather Bureau instructors. In fact, some of them had logged over 18,000 flying hours, although the over-all average per student was 7,000 hours. Airborne training was conducted in four-place and two-place aircraft—with all planes furnished by student owners and Virginia fixed base operators, and gas, oil and maintenance costs absorbed by the Division of Aeronautics.

The idea for this type of program originated in Canada, although it was the FAA's own Dick Munroe of the Aeronautical Center who planted the seeds here in the United States. When Munroe was with the Montana Aeronautics Commission, before he joined the Agency, he pioneered the project in that state. Munroe himself went to the Virginia course as an instructor.

This type of refresher and standardization course, now completed successfully in two states, demonstrates the type of initiative conscientious flying enthusiasts can bring to safer aviation. The FAA, by offering its own personnel and support for the week, reflected its awareness of the necessity of keeping teachers current in methods of flight instruction. The FAA knows that the safety of Americans, and of certain segments of the American economy, are affected by the way in which flight instructors perform their duties.

Instructor R. Neal Whitten, FAA Academy, and class.

Robert V. Reynolds, Deputy Assistant Administrator for General Aviation Affairs, reinforced the view of the Agency when he wrote to the Director of the Division of Aeronautics ". . . this is a splendid contribution . . . to General Aviation and I believe that you have set a pattern that will be followed by other state directors."

Tempos Come Tumbling Down After a "Temporary" Stay of Some 22 Years

The wrecker's ball and bulldozer are erasing these "temporaries", long an eyesore on the D. C. scene.

As they tell it around Washington, in the year after Pearl Harbor, when the Government was bursting at the seams, it was decided to put up some temporary buildings on the grounds around the Washington Monument and Lincoln Memorial. When the final plans were submitted to President Roosevelt for approval he recognized them as being identical with the "temporaries" built during World War I when he was Assistant Secretary of the Navy.

The story goes that the President sent the blueprints back to the responsible official with a note saying to have the structures redesigned into something guaranteed to fall apart in no more than seven years. The result was a series of long, barracks-like two story buildings with many "wings" protruding from its back. Among them were T-3, T-4, and T-5.

That was 22 years ago. Our buildings were occupied by the Navy until 1947 when we moved in. Sixteen years later we moved out, to 800 Independence Avenue, and our evacuation marked the doom of the tempos, postponed many times because of the need for office space. In late December the General Services Administration awarded the contract for razing the complex along the Mall.

When the news got out, Washington papers ran obituaries about the buildings, complete with pictures. One reporter wrote that "The fate of T-4 is reminiscent of the stories about the death of the village miser, when the town-folk gather at his graveside and try hard to think of something nice to say."

Many FAAers would quarrel with that statement. The buildings weren't palaces by any means but we were in them so long we became attached to them, and they had their good points. They were convenient to buses for one thing, and you could almost always get a taxicab, and for many the parking was easy.

Demolition work began the week of January 6 and by summer it will have been completed, and the tempos, long considered an eyesore by some Washington residents and civic organizations, will have passed into memory.

RECOGNITION AND AWARDS PROGRAM ASSURES FAIR SHAKE FOR EVERYONE

The above photograph is a composite of four separate pictures and shows Administrator Halaby pinning the meritorious service medal, the Federal Aviation Agency's second highest award, on Donald S. King, IM-2. Others receiving the award are (l to r), Mary E. Healy, HQ-2; Charles W. Carmody, AT-20; and Clarke H. Harper, AP-1.

The FAA's Recognition and Awards Program has saved the Agency, the U.S. Government, and American taxpayers more than a million dollars since the program started last June.

Equally important—at least for FAA employees—has been the reward for bright ideas and extra professional effort. During the last fiscal year, workable suggestions put an average of $56 in the pocket of each employee whose idea was adopted. Moreover, $529,505 went to FAAers for their exemplary work. In the first quarter of this fiscal year, $6,500 was paid employees for suggestions; 298 FAAers received Performance Awards.

The Recognition and Awards Program is management's way of praising the ingenuity and resourcefulness of FAA personnel. It offers recognition to supervisor and subordinate alike—and its provisions make it easy for everyone to get a fair shake.

There are three types of awards available inside the Agency. The first category offers three Honorary Awards—Decoration for Exceptional Service, Meritorious Service, and Certificate of Achievement. These are the three highest honors given to FAA employees. These honors do not carry a cash award, except when a heroic act is involved.

In the second category are Performance Awards: "Quality" Within-Grade Pay Increases, Sustained Superior Performance Awards, Special Act Awards, Special Service Awards, and Length of Service Awards. In all these cases except for the last, certificates are accompanied by a cash award. Career Service Emblems are given to employees after 10 years of Federal Service and every five years thereafter. Creditable service does not have to be continuous and can include military service.

Throughout the Agency, supervisors have to take a hard look at the accomplishments of their immediate employees and to reward them. Conversely, all FAAers have been invited to take advantage of the plan that can put dollars in their pockets and pride in their hearts —just for putting forth an extra spurt of energy and effort. The how's and why's of the Recognition and Awards Program are clearly spelled out in Handbook PT P 3450.2A.

The whole point of streamlining the system for recognition was to reward those employees who exhibit outstanding ability and creativity. Since its rebirth last June, the Recognition and Awards Program has boosted the FAA from fifth place (among agencies and departments with 20,000-50,000 employees) in personnel honors and cash awards.

TECHNICAL ASSISTANCE PROGRAM HELPS NEW KOREAN AVIATION COLLEGE

The National Aviation College in Korea is an impressive example of how FAA's technical assistance program has advanced civil aviation throughout the world.

Burton V. Stevens, Chief of the FAA's Civil Aviation Assistance Group in Seoul, was guest speaker recently when the Korean aeronautical academy was dedicated. Other prominent guests included the Minister of Transportation, the Minister of Education, and the president of Korean Air Lines.

The National Aviation College is at Soo-Saek, a small landing strip north of Seoul. The new classroom and administration buildings will accommodate young students bent on careers in civil aviation. A minimum two years college entrance requirement has been established for applicants to the National Aviation College.

Burton V. Stevens (extreme right) Chief, FAA Civil Aviation Assistance Group, Seoul, at Academy dedication.

Stevens and the American CAAG unit helped Korean officials to design the buildings and plan the academic curriculum. Federal Aviation Agency groups, such as this one, in underdeveloped countries continue to provide a dynamic impetus to the growth of civil aviation in the Free World.

THE PILOT'S OWN WEATHER

PIREPS: The word is airways talk for in-flight weather reports from pilots describing conditions aloft at a particular moment over a particular area. For the most part, the reports are voluntary but some are solicited.

The practice of in-flight weather reports had been going on informally for many years—a sort of *"noblesse oblige"* among fliers—and they became a major contribution to flying safety; so much so that in 1960 the Federal Aviation Agency and the United States Weather Bureau jointly established a program for their collection and dissemination.

Pilots in all fields of flying were enlisted to help by advising the nearest flight service station or air route traffic control center of changing weather conditions over any route or route segment they were traveling. At first the reports were gathered within the continental limits of the United States and proved of such value that shortly the service was expanded to cover off-shore routes, some of which encompass large tracts of open water, 200 or more miles from the coast lines.

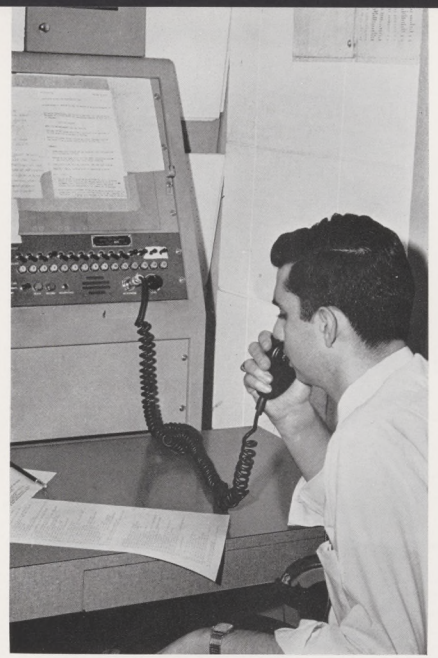
Atmospheric conditions in these ocean areas frequently develop low pressure patterns that are breeding grounds for showers, thunderstorms and rain. Frequently PIREPS are the only source of weather information readily available over these trade routes and give the first indication of bad weather moving inland.

PIREPS keep the airman informed of temperatures at cruising altitudes, conditions prevailing in the vicinity of mountains, ridges and peaks; they report whether passes and valley routes are open or closed; the bases and tops of clouds; altitudes between cloud layers where operations can be conducted safely in accordance with visual flight rules (VFR); breaks in cloud layers where climb or descent in accordance with VFR is possible; thunderstorms; icing conditions; turbulence, its location, altitude, intensity and whether in clear or in clouds. Hail, and strong winds are reported; sighting of funnel shaped clouds which could mean a tornado; and strong echoes on airborne radar denoting heavy weather ahead.

Special reports on hazardous conditions are broadcast immediately and a PIREPS summary for coastal water areas goes out hourly regardless of existing conditions. Otherwise PIREPS are included in the transcribed weather reports updated every hour and broadcast continuously from 76 locations, and in the "live" weather summaries that go out at 15 and 45 minutes past every hour from all flight service stations. (These reports may be picked up from the ground on any radio capable of tuning the 200-400 kilocycle low frequency spectrum.)

Two examples of PIREPS are given here, one from a general aviation aircraft at a low altitude, the second from a military jet at high altitude. The word **"PIREP"** identifies the report as coming from a pilot in flight. Then follows the type of aircraft being flown and its number; next the location in space, followed by a figure indicating the number of minutes past the hour, the exact altitude, and finally the weather report which becomes part of the scheduled weather broadcast. If either pilot had encountered a sudden serious change in the weather aloft, it would have been broadcast immediately.

When a pilot reports an important weather condition to a Flight Service Station it is broadcast for the benefit of other pilots in the area who may be tuned in.



Flight Service Specialist updates the continuous transcribed weather report.

PIREP. CESSNA FOUR EIGHT SIX SEVEN. ZULU. ELKINS, TWENTY-FOUR. SEVEN THOUSAND FEET IN CLEAR BETWEEN LAYERS ALTO STRATUS. ESTIMATED TOPS LOWER DECK FIVE THOUSAND, BOTTOMS HIGHER DECK NINE THOUSAND. LIGHT TURBULENCE, NEGATIVE ICE, FLIGHT VISIBILITY ESTIMATED MORE THAN TEN MILES, TEMPERATURE PLUS TWELVE DEGREES CENTIGRADE.

PIREP. AIR FORCE JET ONE TWO THREE FOUR. ATLANTA, FORTY-ONE. FLIGHT LEVEL THREE FIVE ZERO (35,000') CLEAR ABOVE AND BELOW. MODERATE TURBULENCE. CUMULUS BUILDUP AND THURDERSTORM ACTIVITY, LINE ORIENTED SOUTHWEST/NORTHEAST ESTIMATED THIRTY MILES NORTH ATLANTA. OCCASIONAL TOPS ESTIMATED FORTY-FIVE THOUSAND. LIGHTNING CLOUD TO CLOUD AND CLOUD TO GROUND.

Weather briefing. Forecasts are as accurate as it is possible to make them but forecasting is not an exact science. Clouds are deceptive, weather ever changing.

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POISON FLOWERS

Parents should be alerted that certain bulbs and seeds for the home flower garden could be a source of poisoning to children. This warning comes from the Division of Accident Prevention of the U. S. Public Health Service.

Poison Control Center reports tell of children eating bulbs or seeds, some of which have been treated with chemicals to prevent deterioration and insect damage. Untreated bulbs and some seeds are also considered harmful.

Parts of many plants and shrubs are poisonous and sometimes information on their toxicity is difficult to find.

While none of the reported victims died, bulbs, seeds, and other parts of plants can produce severe internal disturbances. Gardeners should keep in mind that young children are very likely to "taste test."

The following list of poisonous cultivated plants was prepared for your safety —keep this information handy.

PLANTS	POISON PART
*Elephant ear	Any
*Narcissus	Bulb
*Four o'clock	Root, seed
Columbine	Berry
*Cyclamen	Tuber
*Ivy	Leaves
*Potato	Seeds, sprouts
*Pimpernel	Any
*Oleander	Leaves
*Lily-of-the-Valley	Any
*Burning bush	Leaves
Sweet Pea	Stem
*Jimson weed	Any
*Rhododendron	Any
*Dumb cane	Any
Spider lily	Bulb
*Iris	Underground stem
*Pinks	Seed
*Mock orange	Fruit
*Spanish bayonet	Root
*Bittersweet	Berry
*Castor bean	Seed
*Foxglove	Leaves
*Scotch broom	Seed
*Bluebonnets	Seed
*Tulip	Bulb
*Mountain laurel	Any
*Monkshood	Root

**Could be fatal if taken in quantities which a child might eat.*

Older Scouts Take to Skyways In the Air Explorers Program

Bright high school boys throughout the country are getting a close look at FAA activities.

Some of these are Air Explorers—groups of senior Boy Scouts particularly interested in aviation. Agency field offices throughout the country have supported these units of top-notch Scouts by demonstrating FAA duties to the boys.

Take Air Explorer Squadron 809, of Alexandria, Va., for example. It was the first of its type to be sponsored by an Eastern Region unit of the FAA—the Washington National Airport Control Tower. The boys are engaged in a vigorous program to learn about civil aviation. Tower personnel have given them lectures on crash and rescue procedures, airline operations, electronics, radar, navigational facilities, airport activity and other aeronautical information.

Controllers George Givens, Howard Warner, Leighton Adams, and Arthur Stevens are advisors to the squadron.

The outstanding young men enrolled in the Air Explorer program become acquainted with the work of the FAA by hearing about it straight from the horse's mouth—Agency personnel. And who knows? Maybe because of the enthusiasm of our own men, today's Air Explorers are tomorrow's FAA employees.