FAA HORIZONS

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY **SEPTEMBER 1965**

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F E D E R A L A V I A T I O N A G E N C Y

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COVER

An FAA air carrier operations inspector, James F. McAnulty (left) checks proficiency of Convair 990 crew during a regular flight over the nation's airways. Photo was taken with a Nikon camera with "fisheye" lens. Courtesy of American Airlines Inc.

Jose L. Jaramillo was a New York television star.

AMERICA'S FIRST FAMILIES

The American Indian is very much a part of the 20th Century

America's first families—the Iroquois, Navajo, Sioux, Choctaw, Cherokee, Pequot, Algonquian, Mohawk, Seneca, Cayuga, Chippewa, Seminole, Chickasaw, Oneida, Apache, Hopi, Osage, Creek, Pawnee—to name a few, are well represented in the Federal Aviation Agency.

Long gone are the days when America's first families, the Indians, gazed aloft in awe as the paleface's great iron birds thundered across the skies. The American Indians are now doing a bit of thundering themselves, behind the controls of their own planes and in general aviation and military cockpits. They are working shoulder-to-shoulder at down-to-earth jobs with their fellow Americans in the FAA in jobs ranging from bulldozer operators to civil engineers.

Western Region's Melvin D. Thom, a civil engineer with the Installation and Materiel District Office, San Francisco, is typical of the new 20th Century Indian. He's a Paiute and president of the National Indian Youth Council (NIYC).

While Thom busies himself with slide rule, engineering tables and drafting board, the care and feeding of heavy and light construction machinery occupies the attention of three Alaskan Indians. William S. (Bish) Reece, Henry Nashalook and James R. (Roy) Folger keep "things running" on the top of the world.

Henry Nashalook, a 45-year-old Unalakleet Indian, has been a full-time plant FAA mechanic since 1943. He's in charge of runway and road maintenance at Unalakleet. Henry retains many of the old customs—he has eight Huskie dogs, does commercial and subsistance fishing, and one of his sons (one of 12 children) is a full-time hunter and trap-

per, just as his Indian ancestors were.

Automotive mechanic and heavy equipment operator Roy Folger, an Athabaskan Indian, is assigned to the FAA facility at Tanana, which by happy coincidence is his home town. Before joining the Agency he served in the Army, was a fur trapper and dog musher, which he does expertly enough to have been picked by the Tanana Dog Mushers Association to represent the town in the Fairbanks North American Championship Races. A man of parts, Roy also is mayor of Tanana.

Bish Reece, a Tsimshian Indian, started working for the FAA as a temporary laborer in 1947, but his nimble fingers and knack with tools led him to become a general mechanic and heavy equipment operator. One of 15 children, Reece came by his name through the efforts of the English missionary, Father William Duncan, who baptized the Reece family and encouraged them to take Christian names. Born in Metlakatla, which was founded by the energetic padre, Bish is a 1940 graduate of Wrangell Institute, Wrangell, Alaska.

Another Tsimshian, Frank B. Haldane, is a radar controller in the Anchorage ARTCC/RAPCON. He joined the FAA in 1949 after three years of military service and acquired his technical training at the Aeronautical Center in Oklahoma City.

Presiding over airport traffic at Elmira, N. Y., is 34-year-old Terry G. Nephew, Buffalo-born and a Seneca Indian whose tribe is a member of the old Iroquois Confederacy which once occupied all of New York State. He entered the Agency in 1956 at the Buffalo, N. Y., Flight Service Station, qualifying for the job through training received in the Air Force as a flight radio operator in the United States and overseas.

He lives on the Seneca Cattaraugus Reservation, 35 miles southwest of Buffalo, where he is a member of the local American Legion post whose membership is 100 per cent Seneca. Terry is understandably reluctant, and painfully realistic, in vetoing a request for a photograph in tribal dress.

"In the old days the attire was a loincloth, moccasins, shaven heads and vast areas of bare skin. As the mosquitos are fierce around here I'll have to decline your request."

In the great expanse of the Southwest Region, with Oklahoma and New Mexico today still the home of several tribes, there are five full-blooded Indians on the FAA rolls. Many other employees have mixed Indian lineage.

Backgrounds of these five Indians vary greatly. One comes from tribal royalty and another was in show business in New York City, telling Eastern audiences the story of the American Indian.

If history had decreed otherwise, air traffic control specialist Walter H. Whitecrow, a Seneca-Cayuga, might be ruling the Seneca Nation instead of working at the Tulsa FSS. His grandfather, Alfred Whitecrow, was the last chief of the Senecas. Walter has been with the FAA for more than three years. He previously served in the Air Force for four years and is an inactive pilot. His Indian name, *Tuts-hy-yoo,* is translated as "Big One."

Amos Joe Johnson, a Navajo, who holds a maintenance contract for the Gallup, N. M., air route surveillance radar (ARSR) facility, is considered an indispensable member of the FAA team, although he is not an FAA employee. He operates from the often snow-covered site 9,500 feet high in the Chuska Mountains on the New Mexico-Arizona line. When the access road to the Gallup radar is hazardous, Johnson still manages to make his way from the valley floor to the facility—using a jeep, pickup, horse or plain shoeleather.

A busy man, he manages and plays in a dance band, "The Rocking Rebels," operates a garage, works for the Navajo Tribal Council in reservation improvement projects, tends a truck farm and, with his family, owns and manages a flock of sheep.

The distinction of being the only Indian on the FAA roster in Texas goes to Mrs. Ramona G. Two Shields, a clerk-stenographer at the Dallas General Aviation District Office. A member of the Gros-Ventre Tribe, she is married to a Sioux who speaks the language and sings his own songs in Sioux.

Air traffic control specialist Herbert J. White at the Santa Fe Combined Station/Tower, is working on his sixth year in the FAA, doing what he learned while serving in the Air Force. A Kickapoo-Shawnee with a pilot's license, White spends much of his spare time playing third base and fishing, where he usually gets the limit.

After a show business career in New York City and a four-year enlistment in the Air Force, Jose L. Jaramillo, teletypist at the Albuquerque ARTCC, has settled down to a career with the FAA. New York television audiences may recall him by his Indian name, Joe Hummingbird.

He became a TV personality by way of St. Catherine's Indian School, Santa Fe, where his dramatic ability was recognized by the Director-General of the Marquette League, a Catholic organization that supports schools for Indians. Director-General, Father Bernard Cullen, took Jose to New York after obtaining a scholarship for him at St. Ann's Academy in Manhattan.

When Station WABD of the DuMont TV Network started casting for a lead in its new show, "Son of the Eagle," Jaramillo was chosen. Then 17, Jose was the first fullblooded Indian in New York television.

Dan and Odessa Amos (he's a Choctaw and she is a Kiowa), are both native Oklahomans. Dan joined the Agency about five years ago and is now employed as an inventory management specialist in the Installation and Materiel Depot. Odessa is secretary to the chief, Training Coordinating Staff, Flight Standards Training Division at the FAA Academy. She's been with the FAA for the past three years.

William V. (Bill) Flores, better known to his friends as "Laughing Bull" because of his jolly temperament and his penchant for drawing amusing cartoons with an Indian theme, is a Cherokee-Papago Indian who grew up in Anadarko, Okla. His artistic talent led him to his profession as a medical illustrator for the Civil Aeromedical Research Institute.

Flores also does serious painting in his spare time and many of his efforts have been hung in nationally known galleries from coast to coast. He is married to a Caddo-Comanche girl who teaches at the Cheyenne-Arapaho Indian School at Concho.

A Cheyenne, who joined the FAA in 1958 as a programmer in the Installations and Materiel Depot Data Processing Section, is now acting chief, Systems Production Branch. Robert P. Smith, born and raised in Oklahoma City, first appeared in the public eye while a student at Central High, where his classy style won him a scholarship to Oklahoma City University.

Part Navajo and Zuni, Alice A. Vasquez was born in Concho, Okla., and grew up in the Cheyenne and Arapho area. After 12 years as an Air Force employee at nearby Tinker Air Force Base, Alice joined the FAA, where she is now Chief, Aeronautical Center Distribution Unit.

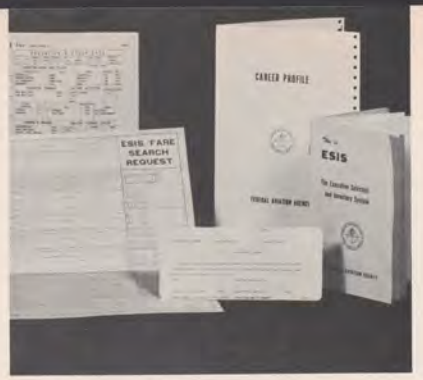
Lois Redpath, Telephone Unit supervisor at the Aeronautical Center, is part Cherokee and possessor of a unique education degree—she earned her PHT (putting hubby through) at the University of Oklahoma. She is an expert in Indian craft work in weaving, head work and silver.

A young lady who has managed to pack a lot of living into her life is Dorothy Lou Anderson, a Flathead Indian, who is a flight service specialist at the Sacramento FSS. She left Seattle University with a B.A., majoring in English literature and Russian and with minors in philosophy and mathematics. After a four-year hitch in the Women in the Air Force (WAF), where she was a radio operator and taught radio to Air National Guardsmen, Dorothy came with the FAA in 1953.

Active is the word for her—she likes tennis, bowling, golf, horseback riding, fishing, hunting, bird and skeet shooting. #

The American Indian has become part of the FAA scene. **1** *Dorothy Lou Anderson, a Flathead Indian, is a flight service specialist in Sacramento.* **2** *William V. Flores, a Cherokee-Papago, works at the Aeronautical Center, as do* **3** *Dan and Odessa Amos. He's a Choctaw, and she is a Kiowa.* **4** *Walter H. Whitecrow, a Seneca-Cayuga, works at the Tulsa FSS.* **5** *Henry Nashalook, a Unalakleet, is a mechanic at Unalakleet.* **6** *Frank B. Haldane, a radar controller at Anchorage's ARTCC/RAPCON, is a Tsimshian.* **7** *Victor Metoxen, a painter at the Portland, Wash., SMDO, is an Oneida.* **8** *Part Navajo, part Zuni, Alice A. Vasquez works at the Aeronautical Center.* **9** *William S. Reece, a Tsimshian, handles heavy equipment in Metlakatla, Alaska.* **10** *Cheyenne Robert P. Smith is acting chief, Systems Production Branch Aeronautical Center.* **11** *John Locklear, a Lumbee, is with SMS in Fayetteville, N. C.* **12** *Air traffic controller at Elmira, N. Y., Terry G. Nephew is a Seneca.*

FAA Horizons



Above: These are the documents that profile an executive. Below: Ralph N. Straley, Andrew Ketchock and William L. Watson Jr., check readout from IBM 1401.

THE COMPUTER TURNS TALENT SCOUT IN EXECUTIVE SEARCH

More FAAers will be considered for top-level jobs, thanks to computerized data.

Computers are now helping FAA select candidates for executive positions. The new computerized process has an identifying acronym—ESIS, for Executive Selection and Inventory System. It is part of the Agency's career planning program and at the moment includes all career employees at GS-14 and above. The day is on the horizon, however, when the computer will be used to pin-point the best qualified candidates for almost all key positions. For that is the computer's strength—among other things it identifies *all* employees who have the qualifications essential to the job, so that *all* employees can be considered on an equal footing and it does it quickly and economically.

ESIS has been operating on a test basis since January 1. On July 15 it became fully operational, which means that from now on all positions at GS-15 and above will be filled by utilizing the computer. Incidentally, the higher grades were chosen for the trial run because the number was sufficiently small, permitting a simplification of procedures. During the test period, 76 requests were processed through ESIS and 15 positions already have been filled through this process.

The system originated in the office of Personnel and Training which is headed by Robert H. Willey. It was developed jointly by the Career Planning Division of Personnel and Training and the Data Systems Division of Management Services.

The need for an improved selection process has long been apparent. The Agency has grown too large to limit selections only to those people known to their immediate supervisors. That was all right when FAA was small and everyone knew everyone else, but now it leaves too much to chance. FAA also needs to assure that all employees will regularly be considered for positions for which they qualify. Information needed to be kept updated and the time required to fill positions needed to be shortened. In other words, better methods were needed for selecting executive personnel and now ESIS supplies them.

This is the way it works. When there is a vacancy in the executive promotion area, the selecting official writes down the requirements he considers essential based on his intimate knowledge of the job to be done and sends them to his personnel office. The criteria he submits are not—repeat NOT—just minimum Civil Service Commission requirements. Rather they are more specific and are realistically tailored to the job to be filled.

The Personnel Office reviews the requirements to assure that they are legal. They also code and control the request. The local automatic data processing office key-punches the coded material and the cards are forwarded to Washington. The request is fed into the computer operated by the Data Processing Division of the Office of Headquarters Operations and presto—out comes a list of all the eligibles who meet the criteria for the job, a profile of each of them and an "availability card." These are returned to the selecting official who screens the candidates and sends those who most clearly meet his requirements the availability card and a job description. The card advises the person who receives it that he has been identified by ESIS as a possible candidate for the position. If the person is interested, he does nothing; if he is not interested and wishes to decline, he signs the card and returns it to the sender. A refusal is no way jeopardizes his further chances for promotion.

Based on the employee resumes produced by the computer, together with performance appraisals and any other information the selecting official finds useful, the choice is made.

If the position comes under the jurisdiction of the Executive Personnel Board, theirs is the final approval; if not, the selecting official is responsible for whatever coordination is required by Agency directive.

ESIS also identifies employees for training opportunities in or outside the Agency. On a regular basis ESIS selections will be announced in INTERCOM.

Each employee in the ESIS system recently updated his career profile so that the system began operating with current and accurate information. The profile covers employment history, education, age, sex, marital status, number of dependents, executive training, outside activities, facility in foreign languages, foreign service experience, honors and awards, military reserve status, professional licenses held, patents held, published works and career interest. The employee indicates his immediate career goal, his long-range career goal, types of assignments desired, whether supervisory, operational or staff, in Washington, the regions or a field facility. The employee is asked to express his willingness to transfer and his preference in locations. With all this information before him for consideration, a selecting official can get a pretty good idea of the man it describes. #

Above: Deputy Assistant Administrator, Personnel and Training, John W. Godbold, (seated) and Career Planning Chief Ellis A. Woody study career profiles. Below: The computers haven't taken over completely. Ethel P. Cohen, Systems Research Branch, chief, and Robert H. McGuigan check data.

Watson and Straley in computer room at Headquarters, where records of all FAAers GS-14 and above are stored on magnetic tape. There are 2,868 ESIS names filed.

Rev. Canice Cartmell, a Roman Catholic, serves as a center of information at Wake Island. He has been a spiritual adviser since 1963.

... For All Faiths on Wake

There are pilots and pilots but only two sky pilots in the FAA. They are Rev. Douglas Olson, a Lutheran minister, and Rev. Canice Cartmell, a Roman Catholic priest.

What makes these men of the cloth so special is that both are stationed on Wake Island and they are the only two clergymen among the Agency's 44,800 employees.

Why only on Wake? With the possible exception of a few places in Alaska, all other FAA installations are located in areas where going to church is no problem. But Wake Island, administered by the Agency, is an isolated three-square-mile pinpoint in the west-central Pacific Ocean and the home of some 1,400 persons, most of whom are FAAers. Due to its location, it is one of the world's great aerial crossroads and was placed under the jurisdiction of the FAA by the United States Government. Actually, Wake is a triangular atoll made up of three small islets called Wake, Peale and Wilkes.

The chaplains are at the service of all and their congregations comprise a multi-racial group of Americans and foreign nationals, frequently increased by military and civilian transients who funnel through Wake to and from the Far East.

"Our offices are on the main floor of the Terminal Building," Father Cartmell said, "and oftentimes we operate as an information booth, a USO stop-off and a waiting room. Sometimes the place seems like an old-time country store."

The chaplains' day begins early and ends late. They conduct regular Sunday and weekday church services and hold catechism and Bible classes. In between these duties they manage to sandwich in staff meetings, help with the Boy Scouts, Brownies and Teen Club. One or the other (or both) is a toastmaster, a bowler, a tennis player, a bridge enthusiast or softball fan.

A chaplain is a spiritual counselor who plays ping-pong. He does all the things that involve people because people are his business. His life is dedicated to God and the good of his fellow man, regardless of race, color or creed.

When one of the FAA chaplains visits the tower or a maintenance shop, he is not an outsider; he has taken short technical courses at the FAA Academy in Oklahoma City and is familiar with what the professional controllers and technicians are doing. He speaks their language.

To the en route passenger, Wake Island may seem only a large airport but these men of God regard it as a joint parish where they work together in ecumenical fraternity for the welfare of the parishioners. #

Lutheran minister, Rev. Douglas Olson, newest clergyman on Wake, is greeted by Mrs. Phillip M. Swatek.

Data for the video map is etched on sensitized plexiglass by Kenneth R. Harrison.

FRUSTRATIONS LEAD ARTISANS TO DO-IT-YOURSELF VIDEO PLATES

Just about the time things were reaching the last straw stage, what with slow deliveries and mounting costs, Southwest draftsmen sharpened their etching tools and took a stab at producing their own video map plates for the Region.

Their aim was pretty good. After a cut-and-try period they developed a product every bit as professional as commercially obtained plates and for about one-fifth the previous cost of $1,500 per unit. The home-grown video plates are now used throughout the Southwest Region.

A video map plate is a vital part of the operations of air traffic control radar. Taking in an area 200 miles in radius, the video map plates, synchronized with air route surveillance radar, supply airway information on the controller's radar scope. Less extended maps are used for airport radar surveillance and confined radar coverage.

The do-it-yourself project was launched when it became apparent that the commercially ordered plates would not arrive in time for the commissioning of the Fort Worth Air Route Traffic Control Center. Kenneth R. Harrison was told to try his hand, quite literally. He and others in the Region's Installation and Materiel Radar Drafting Unit tackled the job.

First, the unit studied all available published material on scribing, ordered the minimum amount of equipment to do the job and then experimented on old plates to perfect the techniques of scribing the required image on the radar video mapping plates. In short order they developed a system to produce a satisfactory, accurate product in far less than the usual time and at considerably less expense.

Mrs. Laura Smith, one of the unit's draftsmen, developed the process of using a circular plexiglass plate with sensitized coating on which a negative transfers the mapping information. Mrs. Eppie Allison prepares the grid projection and finishes the map overlay in ink, at which point a commercial photographer reduces the map and transfers the information to the plate. Unit draftsmen then etch out the information, tracing a clear system of airways.

Harrison said the major advantage of plexiglass over a film negative is the ease of changing information when an airway is re-routed or modified. The new route can be etched and the VORs noted on the plate and the former etching then can be eliminated with correction fluid. Duplicate plates, with an estimated life of five years, are furnished for each radar position.

By doing the work within the I&M Division, the production and changes are not only being done promptly, Maurice F. Shepherd, chief of I&M's Radar Project Section said, but the savings have been significant. This is another graphic display of talent and ingenuity among FAAers in providing some of the vital tools that assure aviation safety. #

Mrs. Eppie Allison finishes an overlay in ink as Kenneth R. Harrison checks the details.

A bridge was washed out by floods.

FAAers Pitch in To Aid Western Flood Areas

Above: Rubble littered the area after flood waters subsided. Right: Rescue and relief efforts were facilitated by FAA communications when many farmers had to be evacuated by air.

Systems Maintenance employees, Robert L. Limbaugh, Gordon A. Mickelson, Roger S. Morton and William F. Moore helped restore vital communications damaged by the flood.

No one in the Rocky Mountain area, least of all FAA personnel who experienced it, will forget the devastating June flood. More than 30 persons lost their lives in a five-state area. Governor John A. Love predicted Colorado's losses alone would exceed $100,000,000. President Johnson declared Colorado and parts of Kansas Federal disaster areas.

The flood was preceded by howling tornadic winds, hail, lightning and cloudbursts.

During one period, rainfall was so heavy that Colorado Springs Tower personnel couldn't see the tornado that roared down between the runways within 500 feet of them and demolished a house trailer.

Twenty miles south of Denver, Plum Creek swelled in minutes from a feeble trickle to a raging torrent, fanning out over railroad lines and highways, sweeping out bridges and smashing houses. South Platte River, which flows through downtown Denver, cut a devastating swath through suburban homes, a golf course and a race track.

In rapid succession, frequencies were lost, VORs, TACANs, interphone and teletype lines were knocked out. Outer and middle markers, instrument landing systems and runway lights failed. The Lamar, Colo., Airport was closed. Peterson Field at Colorado Springs reported taxi strips closed due to high water and debris.

Despite this, FAA personnel kept the system functioning efficiently. Robert W. Farris, chief of the Denver ARTCC cites a few instances: Controller Chester I. Szymanski pitched in to help people of Ft. Lupton, Colo., sandbag dikes when the town was threatened. Controller Herbert L. Larsen helped farmers near Plattsville move livestock to higher ground. Controller Larry A. Roberts, driving near the Plattsville birdge, tried to ward off logs and debris piling up there. Although the bridge was ultimately lost to rising waters, his efforts kept this communications lifeline open longer than would have otherwise been possible.

At the Denver FSS, Watch Supervisor John B. Johnson relayed pilots' messages concerning the flood crest to Civil Defense Headquarters. The Denver FSS transmitted more than 50 NOTAMS and relayed a steady stream of information to the Denver ARTCC which forwarded it to the regional office duty officer and others concerned.

The La Junta, Colo., FSS was in the path of the flood-waters. Lannie E. Matthews, watch supervisor at La Junta, and Harold T. (Ted) Seibel, FSS chief, were at the station when the flood cut the area off from the rest of the community. They were ferried to work by aircraft. Seibel paid tribute to the dedication demonstrated by his personnel. "Some of them reported for duty as much as eight hours early to insure being on time," he said.

The La Junta FSS served as the only communications for the entire area. Ronald Walker, general manager for the La Junta Chamber of Commerce, commended Seibel and his staff for their "tremendous job of directing planes to flood victims and keeping residents posted on the situation during that black week."

Besides Seibel and Matthews, outstanding service was rendered at La Junta by Charles M. Cutter, George C. Hioco and Albert Ludwig.

At Denver, Colorado Springs and Pueblo, FAA maintenance personnel remained at their posts as long as 48 hours without relief in some cases.

At the peak of the storm, a tornado struck west of Colorado Springs, knocking out the Trinidad and Gallup communications link. Despite a heavy cloudburst, four Denver maintenance employees left immediately for the damaged radio microwave link (RML) site near Peyton, Colo. The four, Gordon A. (Mike) Mickelson, chief of the Denver SMDO, Robert L. Limbaugh, William F. Moore and Roger S. Morton, traveled in two vehicles hoping at least one car could get through to repair the Peyton RML. When they reached Peyton, they found the highway washed out behind them. They were forced to return to Peyton and spent the night in a school house with approximately 225 other stranded motorists. During the night, water receded and Limbaugh and Morton hiked about four miles through mud to the site. Russell A. Fife, chief of the Colorado Springs Systems Maintenance Sector, commented: "By the time they got back to Colorado Springs, they were a tired bunch—but the link was on the air."

At Pueblo, FSS chief Herbert A. Amman found that all landlines north were out of service. He was able to keep the FSS functioning as a relay station to facilities north, utilizing air-ground communications.

Throughout the flood, a steady stream of messages poured through FAA's Colorado facilities to the Governor's office and to Civil Defense. FAA-relayed messages deployed helicopters to pick stranded survivors from rooftops. Pleas for food, clothing and medicine were answered swiftly, thanks to these communications.

The Denver ARTCC used every possible means to retain contact with Colorado Springs and Pueblo, though all landlines were out. Ken G. Colthorpe, flight operations manager for Champion Spark Plug Company, flying an F-27F in the area, served as an airborne communications link between the Denver ARTCC and Colorado Springs. For an hour and 40 minutes, Colthorpe relayed clearances, estimates, position reports and weather between the two facilities. His action resulted in safe and delay-free operation of all aircraft in and out of Colorado Springs. When partial landlines were finally restored, Colthorpe landed at Colorado Springs.

Joseph H. Tippets, Western Region Director, summed up the outstanding job done in the emergency: "Our vital contribution in collective sense and individual contributions by scores of our employees in the area may not have rated much newspaper space—but they are a source of inspiration and pride to all of us. Again, in a serious emergency, FAA employees have lived up to and carried on the Agency's highest traditions." #

Lincoln GADO inspector Ansel H. McAllaster (white shirt) pulls a fast engine check. Harrison W. Yount (behind McAllaster) and Melvin O. Wood supervise.

Russell Merrill makes his point with a pointer during a briefing on weather patterns before flying session begins.

Professor J. E. Bierce of Iowa State University gives instructor pilots a lecture on communicative skills at the Iowa Flight Instructors Clinic. Seminar was termed as "most productive."

corn huskers get an ear full

The old saw "You can't teach an old dog new tricks" didn't hold true when 20 instructor pilots from the Corn Husker State gathered at Lincoln, Neb., recently for a flight instructor seminar. They went back to school for a week and learned new flying tricks. The school is similar to the many clinics and refresher courses held throughout the Central Region and the Agency.

The Lincoln seminar, sponsored by the Nebraska Department of Aeronautics (NDA) in cooperation with the FAA and the U. S. Weather Bureau, was the first such gathering for that State.

James R. Sandstedt, NDA director, went directly to the Lincoln General Aviation District Office after deciding to set up the course. Melvin O. Wood, chief of the GADO, enthusiastically supported Sandstedt's plan which included the use of professional instructors and FAA assistance in developing a curriculum. This is a role the Agency favors whenever it is asked to help upgrade pilots and improve general aviation safety.

Wood assigned operations inspector Ansel H. McAllaster as coordinator and enlisted the aid of FAA Academy's Flight Standards Training Division, which sent three instructors to Lincoln. The U. S. Weather Bureau helped out with another instructor. At the same time, Sandstedt selected 20 Nebraska pilot instructors to attend the course.

The NDA chose Nebraska Kellogg Center at the University of Nebraska Agricultural Extension as seminar headquarters. Instructor trainees received from the State lodging at the center, transportation to and from the airport for flight sessions, $3 a day for meals and $100 for pay lost while attending the course. The instructors used their own aircraft for flight sessions but the State paid for their fuel.

Ground school instruction was given by FAA Academy instructors James W. (Pete) Campbell, instruments and performance; Carl L. Edmison, flight maneuvers, and James Shelly, psychology of training.

Other instructors were Harrison Yount, chief of the Lincoln Flight Service Station; Stewart Morris, Kansas City Center and Donald Phillips, Lincoln Control Tower.

Russell Merrill of the FSS gave the pilot-students a weather briefing before the start of each day's flying sessions.

Operations inspectors McAllaster and Argil L. Axford of Lincoln and Clayton C. Feldhausen of Rapid City, S. D., acted as flight instructors.

"Consensus of those involved," said Sandstedt, "was that the seminar proved to be well-organized and most productive." #

A GHOST ISLAND

Last of FAA Families Leave Canton Island

The tiny coral atoll known as Canton Island, nearly 2,000 miles south of Hawaii, has been occupied by the Agency for nearly two decades. Today it is practically a ghost island. The last 15 of more than half a hundred FAA employees boarded a Pacific Region aircraft not long ago for Honolulu and new assignments. Among them was J. Victor Cox, FAA area manager, whose departure symbolized the end of FAA custody of the Island.

No longer do barefooted children trek to the village school for the three Rs. No longer do families gather at the outdoor theater for the twice-weekly showing of movies. Gone are the times at eventide when many fishermen cast their bait into the rising tide of the channel, or simply watched the flying fishes play.

All the activities that provided respite from an otherwise drab existence have faded. There are no longer any families on the Island. Even the British representative, Tabunawati Takoa, who served as United Kingdom District Commissioner, has left. The school where his children were learning English has been closed.

The United States still shares in some of the administration of Canton, but custody has been transferred from FAA to the National Aeronautics and Space Administration. The Bendix Corporation, which is operating the Island for NASA, has ruled that no dependents will be allowed there; hence, no women, no children—no children, no school.

The only FAA personnel who will set foot on Canton are the flight crews operating for NASA, but many others will retain a nostalgic feeling for the Island for years to come. They will remember the flying fish and the Southern Cross. This constellation, featuring four very bright stars which form the points of a cross, is clearly visible on Canton. A line drawn from the top star through the bottom star, continuing to the horizon, points nearly due south. Hence, it's been a favorite with navigators for centuries. Old Island hands will remember, too, the walks along the lonely north shore at high tide when the giant sea turtles crawled up on the sand to lay their eggs.

Some FAA personnel who operated such facilities as the mess hall, power plant, water distillation plant and machine shops, have transferred to NASA to remain on Canton. Others have retired.

Victor Cox returned to FAA Headquarters in Washington and Henry Hong, powerhouse foreman, transferred to San Juan, but the others stayed in the Pacific. Tooru Tanaka is an electronics technician in Maui, Hawaii. The remaining 11 transferred to Wake Island, also in the South Pacific.

Though Canton Island is a flat, nearly continuous rim of coral that encircles a triangular lagoon eight miles long and four miles wide, the people who spent any considerable time there loved it. They considered Canton the nearest they'd ever get to a South Sea paradise, away from it all. They loved the enchantment of it, the screams of the sea birds and the sigh of the wind in transplanted palm trees.

Most of the same things will be found on Wake Island. The differences between Wake and Canton won't seem so great, no doubt, because there will always be someone with whom to recall the good old days on Canton. Those who moved from Canton to Wake were: John Adolph Jr., Moses J. Aiana, Basilio Bulosan, Harry H. Hangai, Frank R. King, Joseph K. F. Liu, George Maliikapu, Alexander Mladinich, William K. Nozawa, Wilmot Puna, Jose N. Rosa and Harold Tatsuno.

One of the last official acts for these families on Canton was the dissolution of the Canton Island School Parents Association. The Association had, for years, operated a small notion store about the size of a one-car garage, the profits going to support the school. The Association had $3,086.04 to turn over to Victor Cox for distribution to various charities in Honolulu when the store was dissolved.

With that, Canton Island became just another atoll in the Pacific . . . a mid-Pacific ghost island. #

Canton Island in the mid-Pacific is a flat, coral atoll which is eight miles long and four miles wide.

J. Victor Cox and his wife were the last to leave.

FAA gives youngsters a BOOST

The baby boom which followed World War II forewarned demographers that 1965 would be a tough year for young Americans looking for work.

As predicted, two million boys and girls, half of the Nation's unemployment in June, were in the 16 through 21 age group. Just out of school, they were unable to find summer employment to help them get started in life or to finance their return to school in the fall. They needed help and the President, recalling some of his earliest Government experience in providing help of the right kind, did something about it.

The Youth Opportunity Program announced by President Johnson in April 1965 bore little similarity to the National Youth Administration he headed in the 1930s, but the purpose was the same. It provided meaningful work experience for young people who were trying to further their education or to gain a foothold on a career.

The problem was summed up by Vice President Humphrey whom the President appointed to chair a Cabinet Committee on Employment. Mr. Humphrey told a meeting of all Federal agency personnel officers:

"More young people between the ages of 18 and 19 will enter the labor market this year than in the 10 years from 1950 to 1960. Next year it will be more of the same, so we have to gear ourselves to a growing and expanding country.

"Now my role in this is an expediter," the Vice President told the assembled Federal officials, and he recommended, "Don't give them any of that 'just fill out the blank' and that's it.

"These young people need personal attention. We've got a program," the Vice President said. "I want action!"

In the Federal Aviation Agency, he got action. On June 11, two weeks after the program was initiated, FAA reported to the Vice President, "The FAA set quotas for all our regions slightly above the President's request of one youngster for each 100 employees on the rolls. The response to our call for immediate action was enthusiastic and overwhelming, and a few days later the Agency authorized the hiring of an additional 139 summer trainees, setting the total number to be hired at 650, or 1.4 for every 100 employees on our rolls on April 30."

As of June 15, two weeks ahead of Mr. Humphrey's target date, 515 summer trainees had been hired in FAA. The quota of 650 was filled by June 30. Fifty-one per cent of those hired were members of minority groups.

How FAA personnel and operation officials accomplished this is illustrated in the accompanying pictures. On instructions from the Civil Service Commission, some time-consuming steps were cut from the hiring and processing phase and special attention was given to job orientation. On instructions from Robert Willey, Assistant Administrator for Personnel and Training, supervisors made every effort to carry out the President's wish that everyone hired under the program be given a meaningful and useful job. Duties ranged from manual labor to operating office machines, but the aim was the same in all cases—to provide useful work which many would be proud to remember as their first job. #

1 *Alvin Clay, a scholarship winner, will attend Lincoln University this fall. His YOC pay will help with expenses.*

2 *Harvey G. White, Tampa, Fla., paints a navaid.*

3 *Rochester, N. Y., Control Tower secretary Mary E. Barrows explains job to Bonnie S. Cowley.*

4 *A propeller is cleaned at NAFEC by James E. McGarrity (left) and Robert T. Brown.*

5 *At Anchorage, Alaska, International Airport Jesse Smith helps prepare an aircraft engine for shipment with FIDO aircraft mechanic Alfred S. Fleener (left).*

6 *Wanda H. Fujimoto checks inventory file in Alaskan Region's Systems Maintenance Division.*

7 *Commercial art major Clifton Clark does illustrations for the General Aviation Branch in the Southwest Region.*

8 *Claude Westerbelt (left) and Wayne Smith paint their way ahead in the Southwest Region.*

9 *Central Region's Marilyn Lane checks out Shirley Anderson (left) on card filing system.*

10 *In Washington, Stephen Mockbee replaces planks on electronic equipment pier.*

11 *A crew of 11 youths polish N-115, an FAA Academy Aircraft at the Aeronautical Center.*

12 *At Richmond, Va., GADO, typing and filing are done by Marie Harriman (seated) and Marie Beach.*

AVIATION CROSSROADS OF THE WORLD . . .

O'Hare International Airport is Chicago's gateway to domestic and foreign ports.

A one-time slice of northern Illinois farmland has become the world's busiest air terminal in less than 20 years of operations.

Once an original "pea patch" of a field, Chicago's O'Hare International Airport now covers a vast 8,000 acre area representing a $150-million thriving hub of air activity. Yesterday's sounds of clattering farm machinery and lowing cattle around the ragged grass strip have been replaced by the thundering of giant jetliners landing or taking off every 30 seconds.

"The airport," said Joseph Johnson, district airport engineer, Central Region, "was named after Navy Lt. Commander Edward G. (Butch) O'Hare, who was killed in action in 1943. The base originally was built for military use during World War II. Also, Douglas Aircraft Company manufactured B-24 *Liberator* bombers in a plant leased there. After the war the airbase was declared surplus."

The City of Chicago, looking to the future, acquired the airport and by 1955 had constructed a new runway and control tower in addition to making other improvements. By 1960, jet aircraft had taken their place in the aviation industry and started using O'Hare instead of Midway Airport whose runways were too short. The longest runway at O'Hare is over two miles (11,600 feet).

By 1962 the first stage of the jetport's master plan was completed. Included in this were more than $24¼ million from the FAA Federal-aid Airports Program, spread over 15 separate projects. The airport complex is a giant maze of buildings, freeways and underground tunnels —virtually a city within itself.

Cole Morrow, Director of Airports Service, Washington Headquarters, said, "Chicago has recently received another Agency grant under the Federal-aid Airports Program for more than $5.5 million for construction of an overpass taxiway, runways extension, lighting and other improvements."

Agreement also has been reached for the FAA to erect a 190-foot control tower costing about $1.5 million to be equipped with approximately $2 million worth of electronic gear. Future stages in the master plan call for another runway and additional taxiways.

George H. Niles, chief of the O'Hare Tower, has had a ringside view of the airport's expansion. "Aircraft operations," Niles said, "were 108,704 during 1947. Since then they've increased to 460,227 in 1964. The 1964 figure represents an eight per cent increase over 1963 and the way things are going it looks like there'll be a similar increase in 1965."

Niles keeps a close watch on each day's traffic count and reports that records are continually being broken. Last year was the fourth consecutive year the airport has been ranked the world's busiest, both in number of flights and in number of passengers served. Currently, O'Hare bases 12 domestic and eight foreign air carriers, plus one helicopter airline.

Controller James L. Campbell explained that ". . . as the air carriers increased their flights, the number of in and outbound passengers rose from 735,543 before the advent of jets in 1959 to 7,462,060 in the 12 months ended June 1964. The latter figure, incidentally, is almost 4 million higher than the entire population of Chicago."

With this tremendous amount of air traffic there is naturally a colossal volume of fuel consumed. The DC-3, for example, the most advanced aircraft of its time when it was introduced in the 1930's, used about 95 gallons of fuel an hour. Today's jets burn more than 2,000 gallons during the same time.

The jet age, with its fantastic appetite for fuel, has introduced hydrant-pipeline refueling, where the petroleum is piped to a hydrant directly under the aircraft's wing.

The hydrant system at O'Hare has been fully operational now for several years. Nearly a thousand flights a day pass through the airport and these aircraft, in 1965, will load more than half a billion gallons (528,000,000 estimated) of jet turbine fuel and high octane aviation gasoline. The amount of fuel pumped in just one day at O'Hare would be enough to drive your car almost five times around the world.

Airport storage capacity is backed up by four tank farms adjacent to the air terminal, which are tied in by pipeline to the oil fields of Oklahoma, Texas and Louisiana.

There is an average of 176,000 man-hours of maintenance a month done for the airlines collectively, more than three times as much work as one man does in a lifetime. Refueling operations alone take more than 38,000 man-hours a month.

As the volume of traffic increased, so did the complement of controllers and electronic technicians. The tower now has 76 employees.

"We have 39 electronics technicians," said J. T. O'Brien, chief electronics maintenance technician, "and our men keep the airport's electronic navigation and air traffic control equipment in operation." O'Brien's team also is responsible for maintaining four instrument landing systems, three approach light systems, two precision approach radars, one VORTAC and all radio, radar and communication networks used by the control tower.

At the rate things are going, O'Hare International Airport will continue to be the world's busiest, even though it is not the largest in area. Dulles International Airport in Washington, with 9,980 acres, is the largest civil airport in area in the United States, with O'Hare following a close second. But regardless of sizes and activity, the FAA team stands ready to handle any increase in air traffic control and airport maintenance. #

1 *Over three miles of underground tunnels connect the buildings of O'Hare International Airport. The centrally located parking facility provides 5,200 customer spaces. Average daily use is over 4,000 automobiles.*
2 *One of the many fingers of O'Hare's International Airport permit passengers to get on or off their aircraft without being exposed to the weather. Each finger can service nine aircraft. Sight-seers may use one of the many observation decks seen at the top of the photo.*
3 *FAA secretary Marlene M. Dierckens works at the world's busiest airport control tower. Marlene says it's exciting work and that she does get to meet many people from foreign countries who visit the tower.*
4 *Controllers Donald C. McCoy (left) and Walter B. McCallum are kept on the alert with an aircraft landing or taking off every 30 seconds. In the 12 months preceding June 1964, the number of in and outbound passengers was 7,462,060. This figure is almost 4 million higher than the population of Chicago.*
5 *From left: Pat Dunne, first Deputy of Aviation, O'Hare; George Grote, FAA area engineer, and Joseph W. Johnson, district airport engineer, inspect ramp area at O'Hare. Besides having a 500-acre hanger area, O'Hare also has a 94-acre man-made lake.*

FAA, USAF TEAM UP TO SAVE HARD LUCK PILOT

Air traffic control specialists Harry Jenkins (seated), and Ignace Ban, at console of Doppler DF installed in Kenai FSS last year. Doppler was used to aid pilot. An Air Force C-123 finally shepherded Davis to safety.

Anchorage pilot Richard Davis' first cross-country solo flight was almost his last.

Quick thinking by air traffic control specialists Harry Jenkins and Ignace Ban at Alaska's Kenai Flight Service Station enabled the distressed pilot to land safely at Kenai in deteriorating weather conditions after he had become lost on a round-robin flight from Anchorage to Homer, Alaska, and return.

Davis, piloting a Piper *Colt*, needed some help from the Homer FSS in identifying landmarks to find his way to the Homer Airport, 230 miles south of Anchorage. It was on his return trip to Anchorage that his luck started to run out.

Nearing Kenai on his north leg, Davis was having difficulty maintaining VFR flying conditions and became lost. He called the Kenai FSS and was given DF steer assistance to the Kenai Airport. Ceilings were lowering in the area and Davis was having difficulty dodging clouds at 3,200 feet.

Specialists Jenkins and Ban were alarmed when they heard Davis' next transmission—"I'm in a spin, Kenai, I'm in a spin." Davis had dropped from 3,200 feet to 900 feet before recovering control of his aircraft. For the next 12 minutes, flying at low altitude, Davis was completely disoriented. Though given steers, he was unable to hold his heading toward Kenai and at one time was found to be flying away from the station toward the Kenai mountain range 40 miles southeast, with peaks jutting to 6,000 feet.

Aware that Davis could not control his aircraft heading, Jenkins vectored an Air Force C-123 from Elmendorf Air Force Base, piloted by Major Robert L. Blanchard, into the vicinity of Davis in an attempt to make visual contact with the *Colt* aircraft.

Blanchard spotted the Piper and advised the pilot to follow the C-123 to Kenai. They soon lost contact because of clouds and the higher speed of the Air Force transport. Blanchard was, however, able to get Davis to settle down and follow the DF heading given by Kenai.

Davis complied with the instructions and soon was brought over the Kenai Airport by Jenkins and Ban for a safe landing.

Bakke Gives Stallion a Workout And Certificates UC-1 Twin Bee

On a recent trip to the New England area, Eastern Region Director Oscar Bakke test-flew the new Helio M-550 *Stallion* and type certificated the modernized United Consultants' UC-1 *Twin Bee* amphibian.

Accompanying Bakke were Engineering and Manufacturing Branch chief Paul A. Gibson and aerospace engineer Frank Squeglia.

The new *Twin Bee*, formerly a single engine *Sea Bee* manufactured by Grumman Aircraft Engineering Corp., will be used for land or water operations and for sports or business purposes. Its lengthened fuselage and new twin engines with stronger structural supports will surprise many an old-timer accustomed to the quaint configurations of its forerunner, the *Sea Bee*.

Before hop flight characteristics are discussed by (from left): Paul Gibson, Eastern Region; Oscar Bakke, Eastern Region Director; and Helio officials, Thomas Smith, Robert Devine and Helio test pilot Louis Droste.

New Accident School Prexy

Rudolph Doering, new Dean of the National Aircraft Accident Investigation School at the Aeronautical Center, succeeding Marion Roscoe who recently was named deputy director of the CAB's Bureau of Safety.

Padre Salutes Professionalism of FAA Inspectors

An Air Force chaplain, Maj. William A. Boardman, said he has renewed his faith in professionalism after dealing with three FAA general aviation inspectors from the Oklahoma City GADO: George N. Masterson, Desmond R. Harms and Donald M. Hedstrom.

"It is most refreshing to find professionalism so eminently and consistently demonstrated by your FAA flight check inspectors," he wrote after a visit to the Oklahoma City GADO for an examination. The chaplain, who is stationed at Clinton-Sherman Air Force Base in Oklahoma, said he was one who underwent "repeated, grueling and appreciated testings." In fact, the chaplain admits he has failed on several occasions in his flight exams and has never passed one on the first attempt.

"However, it is only in the crisis and self-analysis of rejection that one really learns and appreciates, if one ever does," Chaplain Boardman said.

"In my flying tests with the above FAA professionals, I was courteously dealt with as a human being; I was rigorously tested without fear or favor; I was, on occasion, rejected, as not being up to specifications; I was carefully informed of my errors and suggestions made for solution. Finally, in satisfying the Private and Commercial requirements, these gentlemen gave me two impressions: one, that I had achieved a most worthy goal, and, secondly, the great necessity of maintaining a ready state of competence."

Masterson is an operations specialist and Harms is a principal operations inspector in Oklahoma City and Hedstrom has since moved to Jacksonville GADO.

Miami Tower Warns Jet Airliner Of Tire Damage During Takeoff

When large pieces of rubber from an aircraft tire were sighted on the runway at Miami International Airport recently, some fast, complex detective work was needed to establish which aircraft might expect trouble on landing.

An Eastern DC-8, the last of a dozen departing aircraft, reported seeing pieces of rubber on the runway as it became airborne.

Six airline companies with flights involved were notified to alert aircraft for possible landing difficulties at destination. The Miami runway was then closed and a ramp vehicle hurried out to the runway to retrieve the rubber fragments.

The pieces were identified as parts of a tire from a Northeast Convair 880.

Immediately, Northeast Airlines notified Flight 82, one of the eleven departures, en route to John F. Kennedy International Airport to take necessary landing precautions.

The flight made a safe landing at Kennedy Airport with emergency equipment standing by. One of the eight tires on the landing gear had blown out.

Martin E. Hansen, chief controller at Miami Tower, explained that airlines are able to identify rubber casings by serial numbers, tread design, airline company names, retread company names or by the type of casing.

Electronics Engineer C. F. Cook Commended for Vietnam AID Work

An FAA electronics engineer who recently returned from Vietnam has been commended by AID officials in Vietnam for his significant contributions while on duty in that country.

Claude F. Cook, chief of the Navaids Section, Systems Maintenance Service, Washington, volunteered for a temporary assignment in Saigon, Vietnam, in early spring of this year when he was assigned to the Southern Region. His mission was to assist that country in commissioning a desperately needed instrument landing system at Tan Son Nhut.

Cook spent many hours outside of normal duty times painstakingly tracking down the causes of malfunctions which had delayed the ILS commissioning. The chief of AID's Public Works Division reported that Cook's ability and professional knowledge earned him the highest respect, and his thorough work with the Vietnamese technicians was conducted with the utmost diplomacy and tact.

Louisville's Bowman Tower Dedicated

Kentuckians flocked to Louisville's Bowman Field on July 17 to witness the dedication of the new standard design ATC tower, the first to be built in the Eastern Region entirely with FAA funds. Above: An honor guard from the Kentucky ANG, the FAA, the Kentucky Department of Aeronautics and the Louisville and Jefferson County Air Board joined pilots in opening the tower. Below, left: Watch Supervisor Gordon H. Sawyer clears a plane to land. Below, right: Among those attending were Greater Rockford, Ill., Airport Manager R. P. Selfridge (left) and FAA Deputy Administrator David D. Thomas. Despite the inclement weather thousands attended.

Aero Center Seeks FAAers to Join Ham Network

A world-wide network of Agency radio ham operators is envisioned by the Aeronautical Center's Radio Amateur Club. Such a network, which would benefit both the FAA and the amateur radio operators, was given the green light by the Agency Policy on FAA Employee Amateur Radio Operator Activities (Order OA 1900.22).

William H. Bond, defense readiness officer, and William O. Todd, of the Center's Central Aircraft Dispatch office and head of the local radio club, said the Aeronautical Center, under the provisions of the new order, established an official Military Affiliate Radio Station (MARS) Radio Amateur Emergency Communications team.

To expand its contacts with other FAA amateur radio clubs, the Aeronautical Center hams are seeking names of employees Agency-wide who own and operate amateur radio stations. Hams are urged to forward information about their equipment to the Aeronautical Center Defense Readiness Officer, AC-8, P.O. Box 1082, Oklahoma City, Okla. Information should include the ham's name and address, amateur call sign, transmitter power input and final amplifier (watts), bands worked and type of emission used.

HONORS ATC SPECIALISTS AND TWO AIRLINE PILOTS FOR FLIGHT ASSISTS

Cited for their actions which aided a lost pilot near Concord, N.H., were, from left: David Bates and Alvaro Gouveau, Concord FSS; Harold Gurl, Lebanon FSS; and Robert Milligan, William Boudreau, John Hicks, Robert Franks and Harvey Stone, all of Boston ARTCC. Each received an award commending his work during the assist.

From left: Northeast vice president Roger Hoy, watches two of his pilots, Norman Bishop and Captain Carl Ritz receive Eastern Region We Point With Pride awards from Regional Director Oscar Bakke for their assist.

Eight FAA air traffic specialists from the Boston area and two Northeast Airline pilots were awarded Eastern Region "We Point With Pride" plaques for their dramatic flight assist to a lost pilot in distress in the New England area.

In making the flight assist, FAA air traffic controllers located the lost aircraft flying above Concord, N. H., and vectored it toward Montpelier, Vt. En route to Montpelier, the pilot saw a temporary break in the cloud and fog cover and descended. He subsequently became lost again and was advised through radio contact with FAA's Lebanon Flight Service Station to climb to 5,000 feet to insure better radio and radar contact. Boston ARTCC personnel then diverted a Northeast Airlines DC-6 to the area to assist the lost pilot. Northeast Captain Carl Ritz and co-pilot Norman Bishop spotted the lights of the lost aircraft and successfully guided it through cloud layers to a safe landing at Lebanon. When the lost aircraft landed at Lebanon, its fuel was completely exhausted.

FAA controllers commended for their participation in the flight assist were: David Bates, Alvaro Gouveau, Concord FSS; Harold Gurl, Lebanon FSS; and Robert Milligan, William Boudreau, John Hicks, Robert Franks, and Harvey Stone, all of the Boston ARTCC.

Eastern Region Director Oscar Bakke made the award presentations on June 30. Air Traffic control division chief Robert Martin, FAA's Boston Area Coordinator Sidney Poe, Boston ARTCC chief Clarence Kynock and Northeast Airlines personnel, Captain Carl Ritz, co-pilot Norman Bishop, Lloyd Fiske, Director of Flight Operations and Roger Hoy, vice president and director of Operational Standards, were present at the award ceremonies.

Eastern Region's "We Point With Pride" plaque, a bronze, inscribed tablet mounted on walnut, is awarded by FAA's Eastern Region to those who make contributions to aviation safety.

A RECORD SMASHER

Reading, Pa., Tower controllers worked at a record breaking pace recently during the 16th Annual National Maintenance and Operations Meetings held at the Reading Airport. During the three-day meet a staggering total of 5,377 airport operations were recorded. Handling this intensive traffic were: Marvin Bortz,' facility chief; Morris Glatter, Charles Guensch, Harry Hillman,' Ira Ludwig, James McClintock, Stanley Pietrowski, Edward Podpora and Julius Smilko, all controllers in the tower. The traffic varied from gliders to jets.

Medicine Wheel Mountain Radar Defies Weather with New Device

John H. Welch, chief of the Systems Maintenance Sector at Worland, Wyo., reports that for the third successive winter the lines that supply power to the long-range radar atop 9,956-foot Medicine Wheel Mountain have defied severe storms, high winds and heavy icing, enabling the facility to provide uninterrupted service at times when most needed.

These problems were faced and solved by FAA and engineers of the Pacific Power & Light Company back in 1962. A special-type 3.7-mile long power line and a special 3-conductor cable, carried on 30-foot poles, were designed for the site. A "break-away" link was devised. It springs open under the weight of excess ice and allows the cable to slide to the ground, thereby avoiding a broken pole.

National Science Fair Winner Reported On Behavior of Mice

National Science Fair winner, Karen L. Cray, Atchison, Kan., was given a tour of facilities at the Aeronautical Center after being picked for the top award in an FAA-sponsored Aviation Medicine category. The national event was held in St. Louis earlier this year.

Miss Cray and her mother were flown to Oklahoma City, where they spent several days at Center Headquarters, the Civil Aeromedical Research Institute, the FAA Academy and other organizations.

Miss Cray's project for the Science Fair considered the effect of environmental changes in the behavior in mice.

FAAer IS FLOODED FROM HOME

Unprecedented flooding of the Arkansas River in western Kansas recently which caused damage in the millions of dollars included the home of Norman F. Hawley of the Dodge City Flight Service Station.

At the height of the flood, Hawley's home was filled with water, which rose 30 inches above the ground level.

The Hawleys got out of the house safely but managed to save only their clothing and valuable papers.

SEVEN CANDLES FOR NAFEC

NAFEC celebrated its seventh anniversary on July 1 by breaking ground for a new aircraft hangar. Center Manager William F. Harrison wields a shovel at the ceremony. From left: Oscar Bakke, Director, Eastern Region; Ellen Orr, Miss NAFEC of 1965; Richard B. Leng, Director, I&M, and Joseph D. Blatt, Director SRDS.

FAA DEVELOPS MOBILE NAVIGATION FACILITIES

Once the mobile navaids are at the site, the wheels are taken off and the body is mounted on concrete pillars.

Trailer-type navaid buildings which have the mobility of a mobile home are rapidly becoming a familiar sight at or near airports around the country. After the navaids are driven to the site the wheels are removed and the metal body full of electronic equipment left behind is supported by concrete pillars which are shrouded by an aluminum skirt. The similarity to a mobile home ends there, however.

The mobile structures, painted uniformly with wide orange and white stripes, house a variety of air navigation facilities. Each represents a savings of several thousand dollars over conventional structures formerly used for the purpose.

TVORs are the most recent of FAA's facilities to make the cost saving move to trailers. The first two of a series of trailer-mounted TVORs (Terminal Very High Frequency Omnidirectional Radio Range) were put in operation recently at Shelbyville, Tenn., and at Saranac Lake, N. Y.

Each TVOR trailer, costing approximately $5,000, will save the FAA approximately $7,000 over the cost of fixed structures used previously, according to Gus J. Sandors, acting associate TVOR program manager, Installations and Materiel Service, Washington. The design provides the advantage of mobility which is needed when air traffic conditions change and the facility must be relocated.

Both Central and Eastern regions have been working on designs for TVOR trailers since 1963. FAA Installations and Materiel Service Director Richard B. Leng encouraged the regions to use local materials as a cost cutting method for the construction of mobile facilities.

In addition to the two Eastern Region TVORs commissioned in July, these additional locations for the trailer-mounted facilities will be in operation this fall: Muncie, Ind.; Cape Girardeau, Mo.; Galesburg, Ill.; Manhattan, Kan.; Manitowoc, Wisc.; Marion, Ill.; Mattoon, Ill.; Kalispell, Mont., and Jackson, Wyo. This group will be of a standard design developed by the Central Region, Lowell McDysan, chief of the Plant Engineering Navaids Section, worked out the design in collaboration with Martin C. Noteboom, of the Installations and Materiel Program Management Staff; Charles L. Jones, of the Electronic Engineering Branch, and George A. Redlin, of the Systems Maintenance Plant and Structures Section, all of the Central Region.

Central's trailers are built on an assembly line basis by Garland Body Company of Terrell, Texas. They are delivered to Regional Headquarters where the electronic equipment is installed at a considerable savings in travel time and per diem costs for technicians.

The structures measure 10 by 24 feet with 27-foot diameter steel deck counterpoise. The counterpoise, which acts as a reflecting surface for the antenna, is folded and shackled to the top of the trailer during transport. It is magnetically aligned.

Both Central and Eastern regions have been working on designs for TVOR trailers since 1963. Looking over plans are Central Region's (from left) C. Lloyd Jones, Electronic Engineering Branch; Martin Noteboom, I. & M. Program Management Staff; Lowell McDysan, Navaids and George A. Redlin, Systems Maintenance.

AHMAD AMER THE ALASKAN RETURNS HOME TO LEBANON ON AN ICAO TOUR

For Ahmad Amer his one year tour of duty in the Middle East was like taking a trip home. Amer is a civil engineer of Lebanese extraction who recently returned to the Alaskan Region after assignment with the International Civil Aviation Organization (ICAO).

Amer's services had been requested by the United Nations organization to assist a number of newly independent nations in Africa and the Middle East make the big jump into the Jet Age with their airport building programs. His UN assignments included Senegal, Mali, Tunisia, Lebanon and Iraq where his fluency in Arabic and French was especially useful in communicating and explaining to native engineers and supervisors the complex technology of planning and building modern airports.

Although his duties took him to many fabled cities—Baghdad, Basra, Kirkuk and Beirut, to name a few—there was little time for sightseeing. "Most of my time was spent supervising airport construction work in temperatures that reached 125°F. in the shade—if shade could be found," reported Amer. "Many times I long for the comfortable below zero temperatures of Alaska."

Alaskan Region Airport Division civil engineer Ahmad Amer proudly displays a Moroccan dagger to his chief, Gerald O. Kempton, after returning from his ICAO tour.

The happiest part of the tour for Amer was the four months he spent in Beirut, Lebanon, where his parents and brothers and sisters still live.

Amer left Lebanon as a young man to come to the United States to study engineering at Utah State University. He was encouraged to do this by the late Franklyn S. Harris, former President of the University, who visited Lebanon on an agricultural study mission for the State Department. Grubstaked by his father to the cost of transportation to this country and one year's tuition at State, Amer earned a civil engineering degree by working after hours at the university research farm. Amer went to Alaska following his graduation in 1952 and was hired by the Alaska Road Commission. He has worked for state and federal agencies ever since.

Back in Alaska after duty in the Middle East, Amer is especially proud of a letter of appreciation which Director General of Civil Aviation, A. H. Al-Ajeely, of Baghdad, Iraq, sent to ICAO Headquarters in Montreal, which reads: " . . . We wish to record our appreciation for the services given by Ahmad Amer. Just before his arrival in Iraq, the International Airport suffered serious runway breakdown which forced us to close it for all operations. Because of his invaluable assistance in planning, executing and supervising this work, the Government was able to complete the repairs expeditiously. His continuous hard work, often under extremely adverse conditions, such as very high temperatures, etc., and his keen interest as well as his ever present spirit of cooperation with the national officials, has greatly impressed us all."

Hillsboro Tower To Follow

Allan E. Horning, chief, Western Region Airway Facilities Division, breaks ground for a new air traffic control tower at Hillsboro, Ore., while city officials, from left: John Crockett, Emery Dye and J. W. Barney, await their turn.

Long Needed Conference Facility Opened at Aeronautical Center

Modern conference facilities featuring the latest audio-visual equipment have been built at the Aeronautical Center in Oklahoma City.

The new facility fills a need for suitable equipment for the many Agency meetings held at the Center.

Audio-visual aids available now are two slide projectors, viewgraph projectors, a 16 mm movie projector with rear projection capabilities, a record turntable and tape recorders. All of the equipment, plus overhead lights and curtains covering the screens and chalkboard, can be controlled remotely from two locations.

Seating in the room can be varied to suit the needs of the conferees. With a U-shaped table, the room can accommodate management-type meetings for no more than 19 people. With an oval table, 26 people can be seated in a conference while larger groups up to 50 can be seated comfortably in theater-style seats when no table is required.

Available to Regional and Washington personnel on 24 hours notice, the facilities can be reserved by notifying the Special Services Branch of the Center's Administrative Services Division.

Hero's Portrait Presented to University

Milton Caniff (left), donates portrait of Lt. Parker D. Cramer, killed in Viet Nam, to his alma mater, Rhode Island University. The lieutenant's father, William E. Cramer, of Eastern Region's Air Traffic Division, accepts memorial plaque. Others are: Mrs. Cramer and University President, Dr. F. H. Horn.

First Home-based Plane For Black Rock Airstrip

When Zuni, N. M., FSS chief Clayton E. Beckner and SMS chief William H. Thorn jointly acquired an airplane last spring, they became the first pilots to have an aircraft based at Black Rock airstrip. Although Zuni has been a long-established communications station, air service is limited by the 2,700-foot dirt strip carved into the dusty mesa.

Situated on the principal airways from the midwest to Arizona and Southern California, the station is an important communication link and reporting point. Pilots flying into the rugged country near the Continental Divide depend heavily on the specialists at the Zuni FSS.

Zuni FSS is located on a site shared with the Bureau of Indian Affairs and the Public Health Service. The site is on an Indian reservation which extends into the states of New Mexico and Arizona.

Eight houses and three trailers compose the FAA village for the 11 families, including 21 children, who occupy them. In addition to Beckner, the station is operated by five specialists: John A. Davis, Morris Harper, Jose Hernandez, Eugene Higgins and James L. Tanner. Thorn's Systems Maintenance Sector at Zuni consists of Walter W. Nance, Lewis Garner, McKay Peterson and Roy P. Coble. Andrew Loesch of the Zuni SMS is assigned to the Grants, N. M., FSS.

Technicians cover two states to maintain the station and its remote transmitter-receiver site, the Zuni VORTAC, which is 28 miles into Arizona, the RCAG and Oso Ridge beacon.

Last year the Zuni station chalked up nearly 30,000 flight operations reflecting the large number of flight plans which are filed by the pilots in this mountainous area. In addition, the station has been credited with a number of flight assists.

The nearby Black Rock airstrip has been used by transients to wait out a storm and to disembark visitors to the two Government agencies in the area. Today, if the Zuni Indian Tribal Council had a chamber of commerce, it could state that aviation is growing, for Chiefs Beckner and Thorn have brought local flying to the area.

Clayton E. Beckner (dark glasses), Zuni FSS chief and William H. Thorn, SMS chief, admire the aircraft they acquired this past spring. It's the sole plane based at Black Rock airstrip which is close to the Zuni FSS.

It's Back to Classes For Eight From the Puerto Rican Area

Eight employees in the Southern Region's San Juan, Puerto Rico, area were named to participate in the first course of Management Improvement Through Team Study (MITTS).

Training Branch chief Bernard W. (Barney) Conger conducted a briefing conference attended by 30 supervisory employees and O. L. Villaume, Employee Development officer of the Eastern Region, prior to the selection of the participants.

Those named for the MITTS course were: Leolin B. Bowen, Systems Maintenance Sector; W. Ouellette, FSDO; Fritz C. Haack, IFSS; David L. Morrow, ARTCC; Winston E. Peavler, Isla Verde Tower; Richard L. Hall, supply specialist; Keith L. Rosenlund, Isla Grande Tower, and Bolivar Perez Rios, area manager's office, who was also selected as team manager.

TEACHERS LIKE FLYING TALKS

Lionel K. Maddeford, plans coordinator for the Air Traffic Division (left), uses X-15 to make a point on air traffic control problems in a talk with Elwood J. Nash.

An aviation education seminar held recently by Air Traffic Division personnel in the 49th state has been termed a success by Alaskan educators. In cooperation with the educators, the Alaskan FAAers planned and presented a week-long program in aviation education for teachers in elementary and high school grades.

Elwood J. Nash, business manager for the education workshop, reports that the 1965 program held both in Anchorage and Fairbanks, was very effective.

Spearheading the effort for FAA was Lionel K. Maddeford, plans coordinator, Air Traffic Division in the Regional Headquarters. Others were: Robert C. Conklin, watch supervisor at the Anchorage FSS, who spoke on the flight service station; Joe Britton, proficiency evaluation officer, who lectured on terminal air traffic control, and Mrs. Jeanne H. Collins, training instructor, who discussed air route traffic control.

ORDER PRECISION CHECKS FOR TEST EQUIPMENT

Allen M. Morrissey (right), chief, Aircraft Services Division, tags electronic gear calibrated at the National Aviation Facilities Experimental Center, while John C. Mercer, chief, Technical Services Division looks on.

More accurate electronic test equipment used in FAA avionics repair stations throughout the country and abroad is now assured through a new work agreement put into operation by the Aircraft Services Division of Flight Standards Service and the Technical Services Division, NAFEC.

Agency repair shops in the western part of the country and in the Pacific periodically will send six basic pieces of test equipment, such as those used to measure electrical power and frequencies, to the Aircraft Services Base at Oklahoma City for calibration.

Shops located in the eastern section of the country and in Europe will ship their instruments to NAFEC, Atlantic City, for similar calibration. Previously, these instruments had been checked by local contractors.

Containers used to ship the instruments were specially designed, with foam rubber interior padding to lessen jolts to delicate instruments.

Twice each year, the test instruments at both Oklahoma City and at NAFEC will also be checked in NAFEC's Standards and Calibration Laboratory, headed by Jerry F. Guarini. The standards are further verified semi-annually by the National Bureau of Standards, Washington.

Kotzebue FSS Featured In Congressional Record

Alaska Senator E. L. Bartlett placed an Alaskan Region *FAA Horizons* story in the *Congressional Record* of June 7 to bring recognition to Kotzebue Flight Service Station and its contribution to Alaska's improved flight safety.

In a letter to George T. Fay, Alaskan Region Public Affairs Officer, Senator Bartlett wrote, "Enclosed are some copies (*Congressional Record*) of your excellent article on the efficient operation of the FAA Flight Service Station at Kotzebue. The article was interesting and well-written and I was pleased to bring it to the attention of the Senate."

The Senator was referring to Fay's story, "Wild Shadows Spell Danger On The Ice," in the July issue.

Berliners Meet The FAA

Part of the 8,134 Germans who trooped through an FAA flight inspection Convair on display at Berlin's Tempelhof Central Airport during Independence Day ceremonies, July 3-4. The event, sponsored by the U. S. Air Force, attracted a throng of some 200,000. Placards in German/English explained technical exhibits on view. The FAA aircraft was one of the most popular exhibits.

Native Alaskans to Be Schooled To Fill Critical Avionics Need

They'll train Alaskans in avionics. From left: Ward Weiland, Collins Radio Co.; Joseph H. Waggoner, Flight Standards; Delbert Edwards, Alaska Airlines, and Eugene Short, director of the Anchorage Community College.

Native Alaskans will be trained in avionics skills to fill critical air carrier needs in Alaska under a program conceived by an FAA Flight Standards official of the Alaskan Region.

In the past, most positions with air carriers in Alaska have been filled by non-residents who would work for only a short time before leaving for higher paying jobs.

The idea to train native Alaskans in avionics was conceived by Joseph H. Waggoner, enforcement specialist in Alaska's Flight Standards Division. He is now working with Alaskan educators, air carrier officials and manufacturers to develop the curriculum for a two-year training course to be offered at Anchorage Community College, a branch of the University of Alaska.

Waggoner expects the program to get underway this fall.

TEN TAKE ELECTRONICS COURSE

Ten Central Region electronics technicians recently completed a Stored Program Alphanumeric (SPAN) training course conducted at the Indianapolis ARTCC by FAA Academy instructors.

The class included Richard Glennon and Joseph Prendes, instructors at the FAA Academy; William Shaw and Robert Bartlett, of the Indianapolis Systems Maintenance District Office, and Drexel Collins, Albert Stout, David Kouns, Charles Houghtby, William Adkins and Wayne Miller, of the Weir Cook Airport (Indianapolis) Systems Maintenance Sector.

SPAN is the system through which altitude and identification of en route traffic being controlled is presented on the Center radar screen.

NEW DIRECTOR OF SST PROGRAM AND FEDERAL AIR SURGEON APPOINTED

Brig. General Jewell C. Maxwell was named Director of FAA's Office of Supersonic Transport Development and Dr. Peter N. Siegel was appointed Federal Air Surgeon in two major personnel changes announced by Administrator William F. McKee.

General Maxwell, who is being assigned to the FAA on active duty, replaces Gordon M. Bain, who left the Agency for personal reasons. Dr. Siegel replaces Major General (Dr.) M. S. White, who is returning to an Air Force assignment.

Prior to his appointment to FAA, General Maxwell was commander of the Air Force's Western Test Range at Vandenberg AFB, Calif. He has had extensive experience in large scale research and development programs and has held important assignments in Headquarters USAF and Headquarters Air Force Systems Command. He also was director of the Air Force's B-52 program.

He is a native of Cockrum, Miss., and has a bachelor of science degree from the University of Tennessee and a masters degree in aeronautical engineering from Princeton University.

Dr. Siegel, who left private practice to join the Agency in 1961, has been serving as chief, Aeromedical Certification Division, Office of Aviation Medicine in Oklahoma City since 1962. He is a graduate of the University of Missouri and received his M.D. from New York University.

Brig. Gen. Jewell C. Maxwell

Dr. Peter N. Siegel

Commending Bain, who headed the SST development program since 1963, Administrator McKee said: "The United States owes a great debt of gratitude to Gordon Bain for his untiring efforts, and his resignation is accepted with deep regret. He has played a large part in developing the United States SST program to the point that it has now reached and his contributions have been most significant."

The Air Force had requested FAA to release General White for an important assignment as Command Surgeon, Pacific Air Forces. The Administrator said he "appreciated the contributions made to civil aviation medicine by Dr. White, but he recognized the overriding need of the military for his services as a command surgeon at this time."

USAF's Alexandria Radar Turned Over to the FAA

Data from the Alexandria air route surveillance radar facility, England AFB, is remoted to Houston ARTCC.

The new air route traffic control center at Houston now is being served by long-range radar at Alexandria, La., which formerly served Air Force air defense exclusively.

Commissioned on July 6 after being transferred to FAA on a loan/transfer agreement in June 1964, it is the first radar of its type (FPS-20) commissioned in the Southwest Region which is not under joint use by the FAA and the Air Force.

The former Air Defense Command AC&W search and radar site at England Air Force Base near Alexandria required an extensive overhaul and a new type antenna for its new FAA role. The work was accomplished by electronics maintenance technicians from the Systems Maintenance Sector at Alexandria, working with Raytheon Co. engineers under the general supervision of Travis Grafton, of Southwest Region Installation and Materiel Service. Systems Maintenance Sector personnel from Pinesville, La., who worked on the project were: Robert D. Sullivan, chief; William M. Delrie, John E. Ball, Harry Gamble, Homer L. McKiney and Curley Savoy.

CONTROLLERS CRACK BOOKS

FAA personnel at the Lemoore Naval Air Station are probably among the most avid participants in adult education courses anywhere in the Agency.

During the past year, 10 FAA employees at Lemoore completed a total of 17 evening courses, earning a combined 53 units or college-level credit and spent a total of 867 hours in classroom study and at least an equal amount of time in preparation of their classwork. All the courses were taken at the nearby College of the Sequoias in Visalia, Calif.

Among those taking the courses were Allan E. Andrews, chief of the RATCC, and members of his staff, David E. Abshire, Albert C. Bottoms, Darrell D. Charest, Frances E. Davis, John F. Engler, Robert L. Hale, Jerome C. Henebry, Gearold W. Martin and Paul L. Wilton.

"While the stimulus for our people to take this type of training is to increase their career potential," Andrews stated, "the Agency benefits are immediately felt. We believe this type of 'boot strap' program, run on a local level, constitutes a major step toward increasing the over-all educational level of Agency personnel."

A third of Lemoore staff has completed at least one course during the past year, he said, and it represented the fourth consecutive year of college-level school attendance by Lemoore personnel.

on the scope

1 *Central Region's mail room employees receive a Group Special Service Award for reducing cost of sorting and distributing mail. From left: James E. Gibson, Charles Taylor, William Vaughn, Ray Homer Duke and supervisor Homer W. Kurtz.* **2** *Arthur F. Chargois, (left) Airport Planning Branch, is congratulated by Airports Division chief William Cullinan, following presentation by Eastern Region Director Oscar Bakke of a Special Service Award Certificate for his development of EA's "General Aviation and Its Relationship to Industry and the Community."* **3** *James K. Kidd (right), Central Region space management analyst, receives a check for $250 and awards from the Alaskan, Southern and Central regions for improving methods for developing space layouts. Congratulating Kidd is D. F. Randolph, chief, Administrative Services.* **4** *A certificate for sustained superior performance and a $350 check was presented to Louis F. Stirminski, airport engineer, FAA/AID Regional Aviation Assistance Group/Latin America in Panama for his airport feasibility studies. Making the presentation is Harold W. Earp (left) chief of the Group.* **5** *Anchorage, Alaska, Center's Robert S. Washington, electronics installation technician received $200 for his suggestion on soldering coaxial cable.* **6** *Eight FAA and Weather Bureau teletypes and the control tower telephone were knocked out at Walker Field, Grand Junction, Colo., when a lightning bolt struck near the airport. Alvin C. Hosier, electronics technician, displays burned out diodes.* **7** *Angelo Narciso, Eastern Region's assistant chief, Tower Section, shows his son, John, Navy Lt. (jg) at the Naval Academy, some new Agency projects.*

after hours

8 *San Francisco Tower's new clerk-stenographer Mary A. Castro had her first airplane ride in a Ford tri-motor. Pilot was Captain Ed McNeil, a former Los Angeles Center controller.* **9** *"Leighow's Lovelies," named for leader Helen C. Leighow (kneeling right) entertain at Central Region social functions. From left: Donna J. Heavener, Carol Stubblefield, Virginia L. Lehman, Nedra G. Vestrem, Jane M. Gibson, Linda L. Gibson, Gail E. Knick, Terri A. Fitzpatrick, Irene Smalley, Ruby L. Schlemmer, Jean G. Metcalf and (kneeling) Sandy S. Davis.* **10** *Bernard J. (Jack) Stoltz, Pocatello Combined Station/Tower, was honored as an outstanding member recently by the Idaho Air Force Association. Making the presentation is Dr. Donald Kline, vice president Idaho Wing, AFA.* **11** *Henry P. Reis-El Bara, chief of Compliance and Security at the National Aviation Facilities Experimental Center, Atlantic City, N. J., demonstrates a judo hold on a police officer as part of a course in unarmed defense for area police.* **12** *Winners of Eastern Region headquarter's bowling league display trophies for the 1964-65 bowling league championship. From left: Gene Klein, James Black, Joe Johnson, Louise Ferrara, Joe Ferrara, Jack Tobin and Al DeRose.* **13** *Anthony W. Lalle, chief, Safety Rules Branch, Office of the General Counsel, Washington Headquarters, was promoted to the rank of colonel in the USAF Reserves. Major General Robert W. Manss, USAF Judge Advocate General, pins on new insignia.* **14** *Air carrier maintenance specialist, William C. Reynolds, of the Anchorage, Alaska, Toastmasters Club, says one doesn't need a hammer to make his point.*

FLEET ALASKA HOUSEWIFE OUTPACES BROWN BEAR

"It was this high," says Mattie Weimar, wife of general mechanic Leonard Weimar at Cold Bay, Alaska. Mattie is describing the size of the bear she had her race with to acting area manager Sherrod H. Kendall.

The brown bear population at Cold Bay, Alaska, looks forward with happy anticipation each summer to the large salmon run at that remote location.

While waiting for the salmon, they sometimes seek out hors d'oeuvres in the garbage cans in the living quarters area of the Cold Bay International Flight Service Station (IFSS).

Housewives there have learned to live with the inconvenience of having hungry, 800-pound bears prowl around their homes. They don't like it—but it doesn't get them down.

Reckoning on these visits each summer, the garbage removal effort at the IFSS is doubled. Still the beasts keep coming.

Mattie Weimar, wife of general mechanic Leonard Weimar, had a fleeting but frightening encounter with a bear recently. While on her way to visit a neighbor, she came upon a foraging bear in an open area. The nearest building was 200 feet away.

A lively race ensued between Mrs. Weimar and the long-clawed garbage rooter—the fleet-footed housewife won by a scant 10 feet.

Local game protection officers were somewhat skeptical when apprised of Mrs. Weimar's triumphant win in the great bear race. Bruno could have caught her in one-tenth of the distance had he wanted to, figured the officers. Their theory: The bear followed at a discreet distance out of curiosity to see what she was, where she was going, and why she was making all the noise.

Mattie is sticking to her story but won't agree to any more races with bears.

DEAN VISITS EUROPEAN OFFICERS

In Brussels, Alan L. Dean, Associate Administrator for Administration, inspected the Agency's new European Headquarters offices and received technical and administrative program briefings from Assistant Administrator Raymond B. Maloy (left). Dean got a first-hand look at three EU offices and activities while in Europe to attend the Congress of the International Institute of Administrative Sciences. He also visited FAA's Paris and Frankfurt offices.

Happy Rides In USAF B-52

Frank T. Happy (left), traffic area supervisor, Oakland, Calif., inspects the landing gear of a B-52 with AF Major Earl A. Tucker. Happy's familiarization ride is part of a FAA/USAF program for key ATC personnel.

Hungry Golden Eagles Dive Bomb Rabbits At Salt Lake's Airport

Controllers at Salt Lake City Airport were flabbergasted recently to see two huge birds diving on the field.

Through their binoculars, controllers could see that the birds were golden eagles swooping down on rabbits which abound in the airport area.

Frank W. King, a Salt Lake City controller, said they also were noticed earlier this spring.

"The two eagles usually hunt together and do pretty well because of the abundance of rabbits on the field," he said.

King pointed out that although the eagles, in common with other birds, constitute some hazard to aircraft, they are easy to see because of their 7-foot wing span and 36-inch "fuselage."

"Tower personnel can spot these birds easily and warn pilots—and the huge, soaring birds are easily spotted by the pilots themselves," King added.

Fish and Wildlife Service officials notified the Salt Lake City Tower that the eagles are protected by Federal laws in 25 states, including Utah. Killing a golden eagle is punishable by a $500 fine, six months in jail, or both.

In the meantime the two eagles have "adopted" Salt Lake City Airport, and have "set up housekeeping."

Last SW Low Frequency Range Silenced After 35 Years Duty

Lubbock's low frequency radio range, the last of these facilities in the Southwest Region, was silenced when it was switched off the air on June 22 by Systems Maintenance Sector chief, James E. Stell. A familiar sound to pilots and a Lubbock landmark since the early 1930s, the facility, in its lifetime, served all pilots flying to and from the Municipal Airport, the old Lubbock Army Air Field, the South Plains AAF, and, in more recent times, the Reese AFB.

LANDSCAPERS DIG 108 HOLES

Reservation maintenance chief Everett E. Grelle (left) discusses landscape plans with Dempsey Goss, laborer.

Professional landscapers are busy giving a special treatment to the Southwest Region's headquarters reservation in keeping with the White House's program to beautify Government buildings.

Situated off Haslet Road, north of Fort Worth, the red-trimmed, white buildings of FAA's regional headquarters could become the talk of the area for its beautification efforts.

Landscapers have staked out places for 108 trees and by late summer the 22.6-acre site is expected to emerge in new colors.

Dempsey Goss, who oversees ground preparation for planting, has put his 16 years experience of caring for the FAA headquarter's grounds into the embellishment with the assistance of Julius Willis. Supervising the over-all project are Everett E. Grelle, reservation maintenance chief, and James Birdwell, maintenance foreman. Most of the digging and shrubbery planting is being done by six students from two Fort Worth high schools.

During the period FAA has occupied the grounds, the buildings have been renovated periodically. The main buildings, now approaching the half-century mark, have become a landmark to Fort Worthers.

Interns Complete Training

Raphael E. Broussard (left) receives certificate from Hobart L. Douglas, chief of the Personnel and Training Division, Alaskan Region Headquarters, upon completion of six months internship prior to becoming a Position Classification Analyst in Alaska.

Mary Alice Chilcott, Central Region Personnel Division, and Russell S. Blake, of the Kansas City ARTCC, receive certificates of completion in the Interagency Management Intern Program from Edward C. Marsh (left), Director of the Central Region.

AGENCY AIRCRAFT ON DISPLAY

Pacific Region's Flight Standards Flight Inspection District Office in Tokyo participated in a static aircraft display at Tachikawa Air Base, Japan, on Armed Forces Day. This aerial view of the display area shows the FAA aircraft in the lower right. At one time there were 160 people waiting in line to see the aircraft—it was one of the main attractions of aircraft exhibited.

your health

BEWARE OF THE TURTLE. Turtles can be dangerous pets, say two researchers at the Minneapolis Department of Health. Turtles have been considered almost perfect pets—they are cheap, don't make noise and require little care. But researchers have found that turtles can be the source of sallmonellosis, a serious intestinal disease. The following tips are offered to turtle owners:

- Wash your hands after handling the turtles or their paraphernalia.
- Let no one, including other household pets, drink or eat from a turtle's bowl.
- Never empty water from the turtle's bowl into the kitchen sink or the bathtub.

INFECTIOUS TULAREMIA. Hunters, be on the lookout for the danger of tularemia, better known as rabbit fever. It is an infectious disease you can get by skinning and butchering infected animals (usually rabbits), or by eating those that are inadequately cooked.

You should wear rubber gloves when dressing a rabbit. It's important to wash your hands thoroughly and repeatedly with soap immediately after preparing the animal for the skillet. There is some evidence that the infection can enter even through unbroken skin.

- and safety

HIGHWAY ROBBERY. Trouble on the highway can happen to anyone, but there have been many cases where a distress signal has camouflaged a modern highway robbery. Here are some safety hints on what to do if you see someone stopped by the roadside signaling for help: • Examine the situation as closely as possible, and drive away if it looks suspicious; • If you do stop to help, pull well off the road, keep your doors locked, your motor running, and your windows rolled up while talking to the distressed person; • Ask what is wrong and what help is needed; • Note the location and the car's description, then drive to the nearest telephone to make a report. Summoning professional help is the best service you can render; and • Don't administer first aid unless you are trained to do so.

Retiring Donald Fratino (with glasses) gets sendoff from Eastern Region Deputy Director Wayne Hendershot as Mark Hammond (left) and Robert Martin (right) take part in retirement certificate presentation.

RETIREMENTS

Donald Fratino, chief of the Salisbury, Md., FSS, retired after 44 years service in the FAA and Navy. Chester A. Bruner, chief of the North Platte, Neb., FSS, retired after 38 years in Government service. George Avery, systems maintenance technician in the Pacific Region, retired after 17 years. Ellsworth Owen, who spent 23 years in Federal service, retired as a general aviation electronics inspector, FAA Aeronautical Center.

Other retirees: In the Alaskan Region—Stanley Povsche, electric motor repairer, Plant Maintenance Shop, Anchorage, on June 9 after 14 years in Federal service; Mrs. Maudie E. McLeod, offset press operator, Anchorage Headquarters, on June 21 after 14 years in Federal service; Melvin J. Olson, utilities equipment mechanic, Fire Island, Alaska on July 3 after 20 years in Federal service.

Chester A. Bruner (center) receives certificates from L. S. Rich (left) and Clair Colburn (right).

George Avery (right) receives his retirement certificate from Pacific Director Phillip M. Swatek.

Ellsworth Owen (left) is bid adieu by his Aero Center chief, George J. Harlow, after 23 years of Federal service. Owen was general aviation electronics inspector with the Aircraft Services Base.

personnel pipeline

PERSONNEL MANAGEMENT INSPECTION

A nation-wide Civil Service Commission inspection of the FAA personnel management program is scheduled to get underway in early October. It will include interviews with managers and employees, questionnaires and on-the-site observations to gauge the effectiveness of the Agency program. The inspectors will gather information on present and future manpower needs, recruiting programs, training and career development plans, position classification, granting or withholding of level of competence increases, the Merit Promotion program, incentive awards, equal opportunity and overall employee-management cooperation. Such Civil Service Commission inspections are made periodically to evaluate the effectiveness of the Agency's personnel management program.

AGENCY SCHOOLS MOVED TO NAFEC

People as well as hardware will be developed at NAFEC with the transfer of certain training and executive development programs to the Atlantic City complex. Activities of the Washington Training Division and the Management and General Training Staff at the FAA Academy were transferred to NAFEC recently to become the FAA Management and General Training Schools. The new organization will develop and teach both executive, management and general training programs. Plans for Fiscal Year 1966 include four executive schools, six basic investigation courses and a variety of courses under the Advanced Executive Development Program. Even though a heavy instructor workload already exists, school officials plan to develop course offerings in the areas of budget administration, financial management, personnel administration, performance improvement and program evaluation. Director of the over-all program is Hobart Douglass, former Personnel and Training officer, Alaskan Region. Victor Onachilla, former Program Management Branch chief with the Washington Training Division, is in charge of arranging and conducting courses.

DID YOU ASK . . ?

If I get a minor injury on the job which doesn't require medical treatment, must I report it? Yes. Report any accident or injury. Your report might result in correcting a potentially hazardous situation, and will protect your right to BEC benefits.

INTERESTED IN A CAREER IN THE FLIGHT STANDARDS SERVICE?

A career planning handbook issued recently by Flight Standards Service provides a blueprint to guide Flight Standards personnel in a far reaching career planning system. The handbook will be augmented by additional sections, now under development, which will help each employee see how he fits into the total organization, how he can move from one job to another, the requirements for the various Flight Standards jobs and the steps necessary to prepare for these jobs. Each job classification within Flight Standards—aircraft maintenance, flight operations, and several others—are covered in separate appendices, and sections are planned for each appendix which will cover career information for each specialty in the job families. Explained within each appendix is the interchangeability among jobs as well as the factors restricting moves from one job to another. Data on grade and age distribution on the Flight Standards work force is included in the handbook along with retirement potential of present employees.

A BOON TO PROFESSIONALISM

The personal development of FAA employees through participation in professional societies is officially encouraged in an Agency Order 1210.7 "FAA Relationships with Professional Societies," dated June 4, 1965.

The order prescribes the following:

- Employees are encouraged to join professional societies which will contribute to their personal development and performance improvement.
- Employees should be encouraged to attend meetings of professional societies when their attendance would be to the advantage of the Agency and they can be spared.
- Reasonable assistance and encouragement may be offered to professional societies whose activities and interest relate to the Agency mission and are consistent with Agency policy.
- Professional societies which show an interest in helping solve problems bearing on the FAA mission should be encouraged to submit suggestions.
- Contracts with professional groups for services which cannot be obtained elsewhere are encouraged. (No FAA employee may receive pay from a professional society for work performed for it on an FAA contract.)

Official encouragement to join professional societies will be given when the purpose of membership is to:

- acquire knowledge and skills needed in the performance of official duties.
- acquire information which will improve conduct, supervision or management of assigned functions.
- contribute to the pool of scientific and professional knowledge from which the Federal Government draws.
- provide information concerning the FAA to fulfill a public interest.
- help resolve mutual problems of FAA and other Government agencies when their resolution would be beneficial to FAA.

The Agency may take an institutional membership in some societies, but under no circumstances will it pay for individual memberships for employees.

Employees may be placed on duty status when they participate as panel members or speakers or when they are invited as recipients of awards. A liberal leave policy is encouraged in other cases.

The order spells out the support that the Agency can extend to professional societies by way of providing accommodations and cooperating in the sponsorship of public awards.

FAAers ON THE JOB

Wayne R. Cable

Cable is his name and lifesaving is his game. Wayne R. Cable, veteran CAA/FAAer with 25 years service, is air traffic control tower chief at Columbus, Ga. On duty, his main concern is the safe movement of aircraft through his cube of the sky; after hours, he expands his domain. As chairman of the Committee on Water Safety in the Columbus Chapter of the Red Cross, he is the sparkplug among some 200 volunteer swimming instructors. Each year the Chapter grants from 2,000 to 2,500 certificates in swimming, water safety and lifesaving. Cable's interest in aquatic safety started when his wife, Jeannette, a nonswimmer, took up the sport and quickly moved from novice to instructor. Wayne lost no time earning a swimming instructor's card himself.

Warren G. Runnerstrom

Northway, Alaska, lives up to its name. It's hung on the rim of the Arctic Circle in the Pole's shadow. There, when the outside temperature is minus 60, Warren G. Runnerstrom, air traffic control specialist at the Northway FSS, can generally be found "on watch" when he's "off watch." His hobby is horology—watchmaking and repair—which he finds relaxing and a welcome change of pace from his regular duties. When the weather is friendlier he and his wife, Dagmar, dig into another hobby—horticulture. Exotic flowers and vines are their specialty. Currently a private pilot, Runnerstrom flew with the Royal Canadian Air Force during World War II. He earned a bachelor of arts degree at George Pepperdine College, Los Angeles, after the war.