FAA HORIZONS

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY JANUARY, 1966

SPECIAL PACIFIC ISSUE:

U.S. Air Strikes
in Viet Nam
Keep FAAers on Guam
and Wake Busy

FAA HORIZONS

CONTENTS / JANUARY 1966

SPECIAL PACIFIC ISSUE COVERAGE—

FAA's Pacific island outposts—Guam and Wake—are making a valuable contribution to the U.S. Air Force's B-52 bombing strikes on the Viet Cong. The story of FAA's participation is described in this special issue by HORIZONS writer John G. Leyden and dramatized photographically by Pacific Region's photographer, George M. Miyachi, who both toured the islands recently. B-52 photographs were made by the USAF.

COVER

Somewhere over the Pacific an Air Force B-52 from Guam refuels en route to bomb Viet Cong targets. Guam FAAers provide valuable air traffic assistance on these flights. USAF Photo.

A Message as Fundamental and Persistent as the Long Pacific Waves 3

B-52 Strikes Against Viet Cong Gets FAA Aid . . . Guam Air Facility Supports Raids 4

Peaceful Guam Has Known Both War and Disaster 8

Wake Has Rebirth—Vietnam War Boosts Island Traffic 10

Collectors' Items—Wake FAAers Hunt Glass Balls 13

Island Living Is Their Cup of Tea 14

Isolated Wake Has a Life of Its Own. World War II—Wake Remembers the Valiant Men Who Fell Here 15

OTHER FEATURES:

Agency-wide news 18-27
Names and faces along the airways 28
Personnel Pipeline 30
Pacific Is Specific on Safety 31
FAAers on the job 32

WILLIAM F. McKEE Administrator

DAVID D. THOMAS Deputy Administrator

CHARLES G. WARNICK Director, Office of Information Services

MARSHALL C. BENEDICT Chief, Employee Information Division

ALEXANDER F. GARVIS Editor

ABNER B. COHEN Art Director

FAA HORIZONS, the official employee publication of the Federal Aviation Agency, is published monthly by the Employee Information Division, Office of Information Services in Washington, D.C.

Articles of general interest to FAA employees may be submitted to: Editor, FAA HORIZONS, IS-40, Federal Aviation Agency, Washington, D.C. 20553, Telephone: 962-5574 or contact Regional Public Affairs Officers: George T. Fay, Alaskan Region; Robert L. Fulton, Eastern Region; W. Bruce Chambers, Southern Region; Joseph H. Frets, Central Region; K. K. Jones, Southwest Region; Eugene S. Kropf, Western Region; Gilbert E. McCoy, Pacific Region; Edwin L. Shoop Jr., NAFEC; and Mark Weaver, Aeronautical Center.

A Message as Fundamental and Persistent as the Long Pacific Waves

By
Phillip M. Swatek
Director,
Pacific Region

People really are "all in it together" and their surface differences are niggling seen against the forces that could engulf them all. A good man, no matter where he comes from, is of the greatest worth, and life can be pleasant and productive, even on a coral atoll, if each of us measures our fellow worker thoughtfully and honestly.

Since the "South Seas" can fairly include Honolulu's high-rise apartments as well as Samoa's rain-weary thatch fales, there are few set rules about life and work in the middle of the Pacific Ocean. There is, though, a pervading dramatic quality that appeals to the Maughams, Micheners and other storytellers, in addition to the grandeur, which is also quickly apparent to the newcomer.

The dramatic quality is spawned by the ocean, which every schoolchild knows is big, but which becomes nearly unbelievable for those trying to do a daily business from one end of it to the other, and over much of its girth besides. A regional office memo addressed to Pago Pago, but mistakenly dropped into the Guam office mail, is gone for the better part of a month. Coming to "town"—Honolulu—means to commute no less than 5,000 miles for our outer island people. There's so much salt water between the Region's "areas" that they can't all fit in the same day, though the international date line could have been put somewhere else.

In such an epic setting, small problems, personal differences, much less real conflict, take on a dramatic quality; it is the difference between seeing a pebble on the sidewalk and the same pebble alone on the dining room table. It may not be that at the root human affairs are actually much different than they are anywhere else on this earth, it's just that they seem different. Bad is made worse; good, close to the angels.

As if these environmental effects weren't enough, there is the nature of the business we are in. Flying machines and the people committed to them are the stuff stories are made of, anywhere, at any moment. But even here, an engine backfire halfway between Wake and Guam creates a different stomach sensation than it does halfway between Los Angeles and New York. And finally, if anything more was needed to lend dimension and meaning, there is the struggle in Southeast Asia and the fact that west of Honolulu so much of the Region's, and the Agency's efforts are in direct support of our armed forces. The significance of "Federal" in FAA takes on new weight and clarity.

It would be possible to live in the midst of all this and feel nothing, learn nothing, and to see the world as a member of "South Pacific's" Broadway chorus might—a dazzle of tropic glare, coconut fronds, white surf and handsome native extras. It's possible—but the odds are against it for most. If nothing more original, a new appreciation for the truth in some abused and overworked truisms is nearly unavoidable, particularly those dealing with people and the worth of a productive, pleasant human being, no matter what case or category, because they're all out here, sharing the same far away rocks or coral reef, and everyone is in some kind of minority.

The distance, remoteness, the insularity and inescapable closeness of island living magnify the intensity and importance of human relations. There is an unstated feeling of "we're all in this thing together"—a long-term version of life-raft philosophy—which a lot of people on different continents have been thinking since the nuclear age blew open, but which clearly hasn't yet become a common belief. On the outer islands, this is easy not only to think, but to live by. It doesn't have the same impact on Oahu or Hawaii as it does on Tutuila or Wake, of course, but it is still there. Beyond the reef at Honolulu or Tafuna, the water is just as deep and the road home just as bleak. When this is true, when there is nothing but the sea beyond the reef, relations between people develop along more fundamental lines—on honesty, thoughtfulness, a willingness to contribute, to do more than one's share, and to proceed with good humor even when things are not perfect, which so often seems to be the case on an island. Not everyone offers these things, certainly, but those who do will find they matter more, and are appreciated more, out on the great Pacific than anywhere else on this earth.

For those who restrict themselves largely to their Waikiki Beach hotel lobby, tour group, or military base, and who do not have a direct or continuing involvement, the message may not come through except as some kind of sociological fairy story. Or it may be muted just as it is by the complexities and options of urban life on the mainland. That would be too bad. What living and working on oceanic land speckles can demonstrate, can teach those who care to learn, should be of value anywhere on this earth. It's a message as fundamental and persistent as the long Pacific waves: people really are "all in it together" and their surface differences are niggling seen against the forces that could engulf them all. A good man, no matter where he comes from, is of the greatest worth, and life can be pleasant and productive, even on a coral atoll, if each of us measures our fellow worker thoughtfully and honestly. #

These are some of the FAA people responsible for the success of the B-52 raids against the Viet Cong All work in the combined Air Route Traffic Control Center/Radar Approach Control facility (CERAP) at Andersen Air Force Base on Guam. CERAP chief Ed McCarter is shown outside the facility building with the Air Force-staffed control tower in the background. Joe Connors is the radar controller in the center photo while assistant CERAP chief Ron Bereman appears lower left supervising the overall operation.

FAA Aids B-52 Strikes Against VIET CONG

GUAM—A flight of B-52 *Stratofortresses*, returning from a strike against Viet Cong positions north of Saigon, moves in Indian file across the radarscope in the Federal Aviation Agency's air traffic control facility here.

For the past 20 minutes, FAA radar controller Joseph M. Connors has been tracking this flight, identifying aircraft individually, and coordinating the movement of each through the airspace under his control. Now with the lead aircraft approximately 35 miles out from Andersen Air Force Base on the northeast end of this island, Connors issues his final instruction to the pilot: "Red One. This is Guam Center. Contact Approach Control over Alpha on two six niner point zero."

Twenty-five feet away from Connors, another FAA radar controller, William A. Lawless, confirms the handoff of the lead B-52: "Red One. This is Guam Approach Control. Radar Contact. Andersen altimeter two niner eight four. Wind zero four five at one two. Pressure altitude plus six seven eight. Cleared Valley One approach."

Red One is almost home—back from a 5,200 mile bombing run to South Vietnam, where it dropped almost 20 tons of high explosives on a Viet Cong staging area. The plane has been airborne for nearly 12 hours, having refueled once somewhere off the Philippines en route to target. The crew of six is weary, anxious to be on the ground again.

Lawless monitors the progress of Red One—and now Red Two—on his radar screen. Suddenly there is another—an unknown—target on the scope.

Lawless knows the unknown target is probably an aircraft flying VFR (visual flight rules) out of the Agana Naval Air Station and poses no hazard to the B-52s. Still the nine-year FAA veteran takes no chances. He alerts the B-52 pilots:

"Red Flight. Traffic ten o'clock three miles. Northwest bound. Altitude unknown. Believed VFR from Agana."

Lawless is now working three aircraft in Red Flight. For a brief moment he watches as the number three aircraft slowly begins to overtake the aircraft in front of it. He reacts instinctively: "Red Three. Slow your aircraft five knots to maintain separation."

The distance between Red Two and Red Three widens on the radarscope. Lawless advises the pilots: "Red Flight. Separation good. Four miles between aircraft. Maintain positions."

By this time, Red One is in position for final approach to Runway Six Right at Andersen. Lawless makes his last transmission to the pilot: "Red One. Four miles southwest outer marker. Cleared for ILS approach. Contact tower on two three six point six."

Next to Lawless, monitoring the final approach of Red One and each succeeding aircraft on the precision approach radar (PAR), is Clarence M. Ogasawara. Should an aircraft drop too far below the glide slope etched on the scope or close too fast on the aircraft ahead of it, Ogasawara would advise the pilot immediately and perhaps instruct him to execute a missed approach.

Fortunately, Ogasawara's services are not needed this day. The recovery of the huge B-52s proceeds without incident. The aircraft touch down at Andersen one minute and 58 seconds apart on the average.

The mechanical perfection with which this particular recovery mission is carried out is not unusual according to Edgar R. McCarter, chief of FAA's combined Air Route Traffic Control Center/Radar Approach Control facility (CERAP) at Andersen AFB. He points out that even in bad or marginal weather, when each B-52 must be "talked down" by FAA controllers using the precision approach radars, the average is one aircraft on the runway every two minutes.

"In fact," adds Ronald E. Bereman, "we can generally run the recovery missions faster using PAR approaches since we can exercise exact separation between aircraft." Bereman, who has been with FAA for 19 years, is assistant chief of the CERAP.

"Speed is essential in these recovery operations." Bereman continues. "At low altitudes, the B-52 burns fuel at a tremendous rate. We have to get them down fast. Sometimes, they don't have a heck of a lot of fuel left."

Both McCarter and Bereman concede that the recovery missions are not as routine as they may appear to the casual observer.

"We have had to put in many hours with the SAC (Strategic Air Command) people to work out our present procedures," McCarter says. "In the beginning, pilots had some difficulty maintaining separation between aircraft during the approach phase. Now I think we have the operational problems pretty well worked out."

Personnel problems are another matter.

The B-52 missions have placed considerable demands on the CERAP's 32 man staff. McCarter and Bereman are constantly juggling schedules to attain maximum utilization of their personnel.

A look at the work schedule tacked to the

B-52s BRING NEW DIMENSIONS TO WAR IN SOUTH VIET NAM

The B-52 *Stratofortress* is an eight jet bomber capable of traveling faster than 650 miles per hour at altitudes above 50,000 feet. Built by the Boeing Company, these aircraft entered Air Force service in 1952. Each has a crew of six.

The B-52 originally was designed to deliver nuclear weapons, but modified versions also can carry conventional 1,000 and 750 pound bombs. A typical bomb load is 51 conventional 750 pound bombs— 12 under each wing and 27 in the bomb bay. This is almost twice the load of the B-29, the largest bomber of World War II.

Since last June, B-52s based at Andersen Air Force Base on Guam have been conducting regular raids on Viet Cong positions in South Vietnam. The aircraft completes the 5,200 mile round trip in just about 12 hours. They are refueled en route to the target by KC-135 jet tankers.

Air Force Chief of Staff General John P. McConnell says the B-52 has proven to be a highly effective weapon in South Viet Nam, delivering the heavy explosives needed to rout the Viet Cong from their jungle strongholds. He also points out that these aircraft can bomb accurately by radar, day or night, through any weather from the safest altitudes.

"In brief," the General added, "using the B-52 is both good tactics and good strategy—the kind that wins wars." #

Guam Air Traffic Facility Supports Raids

FAA electronic maintenance technicians on Guam have played an important role in assuring the safety of the B-52 operations. Lyle Kilpatrick, who directs the overall maintenance program on Guam, is shown in the top photo with two of his principal aids, Roy Pickett and John Outcalt, outside the ground control approach (GCA) trailer on the field at Andersen AFB. Outcalt appears again in the bottom photo beside racks of maintenance equipment in the CERAP. The center photo has Robert Orr, a CERAP watch supervisor, on the job.

bulletin board outside the darkened radar room confirms this. McCarter and Bereman hope that a recent increase in staffing authorization to 37 will help alleviate this situation.

"During normal operations," McCarter explains, "we will have only two men staffing the RAPCON (radar approach control) positions. For recovery missions, we may need as many as seven depending on weather conditions and the runway in use."

"Generally," McCarter continues, "we know about a planned mission two or three days in advance, so we have a little time to work out our scheduling problems. Still it gets pretty tight sometimes. A man working the day shift, for example, may be brought back in again for the mid watch if a recovery operation is set for that time."

"Fortunately," Bereman adds, "we don't have too much to do when the B-52 strike is launched from here. SAC coordinates everything in advance with us and the Air Force tower. The planes just line up on the runway and go. There is no radio contact."

These security measures undoubtedly are prompted in part by the fact that a Russian trawler rides at anchor three miles off the northern coast of Guam in international waters.

Much of the credit for the success of the recovery missions goes to the technicians working for John H. Outcalt and Ralph Yoneshige. Outcalt is in charge of electronic maintenance at the CERAP, and Yoneshige runs the maintenance operation at FAA's long-range radar antenna site on picturesque Mt. Santa Rosa overlooking Andersen AFB.

Their boss, Lyle V. Kilpatrick, chief of the of both men. He points out that much of the Airway Facilities Branch here, is high in praise equipment Outcalt and Yoneshige must maintain is of military origin and not even carried in the FAA inventory.

"Still," he adds, "they manage to keep it all in working order and get maximum use out of every single item."

In fact, since mid-June when the B-52 strikes began, there has been only one radar failure during a recovery mission. And that lasted a mere 19 seconds.

"I called our maintenance technician standing by the GCA (ground control approach) trailer on the airfield," Outcalt says, "and he began switching units immediately. We had the radar back in service almost before the controllers knew anything was wrong."

The GCA trailer, which houses the airport surveillance radar and the precision approach radar antenna systems, is located between the main runways at Andersen. The FAA maintenance technician assigned there during recovery missions stands beside a specially installed phone outside the trailer where he can watch the B-52s landing.

"Sometimes a bomb will get hung up on one of the B-52 wing racks," Outcalt says, "and there is always a danger that the impact of landing might shake it loose. If this happens, we want our man to know about it so he can dive for cover in case the bomb is armed. We don't believe in taking unnecessary risks."

In addition to the B-52 strikes, the CERAP has been called upon to handle significant increases in air traffic at both Andersen and the near-by Agana Naval Air Station. Most of the traffic is involved in some way with the United States military effort in southeast Asia.

During the first nine months of 1965, aircraft handled by the CERAP totalled 43,977 —an increase of 22 per cent over the figure for a similar period in 1964. Instrument operations jumped 24 per cent to 25,080.

An equally impressive growth of activity is reported by FAA's International Flight Service Station (IFSS) here. During the 1965 fiscal year, the facility counted 50,466 flight services to pilots. This figure is 67 per cent higher than the one for fiscal 1964 and 110 per cent above that for fiscal 1963.

Asked to explain these gains, IFSS chief Homer Willess says simply: "Vietnam."

While not directly involved in the B-52 strikes, the IFSS must furnish weather and other flight information to the increasing number of military and military-contract aircraft passing through Guam and the Guam area. The facility also processes all flight plans and serves as the communications link between the CERAP and en route aircraft beyond the range of the CERAP's line-of-sight VHF (very high freqency) radio equipment.

No one is prouder of the record being made by FAA employees on Guam than the Agency's area manager, George T. Harris, a former air traffic controller himself.

"We are involved in a significant and critical operation here," Harris says "one that requires the best efforts of everyone involved. SAC has proven equal to the job and so have we. They have their first team here and so does FAA." #

George Harris, FAA's area manager for Guam discusses the B-52 raids with Colonel Lester Gunter, director of operations for the 3rd Air Division at Andersen AFB. Meanwhile, Jim Stimson, FAA's assistant area manager, prepares for a helicopter ride around Guam with Lt. (j.g.) Howard Verner from the Agana Naval Air Station. The 27 750-pound bombs lined up in the center photo fit neatly into the bomb bay of a B-52. Another 24 bombs are carried in wing racks.

PEACEFUL GUAM has known both WAR and DISASTER

At the head of a small bay just beyond the colorful village of Umatac on the southern coast of Guam, a modest monument commemorates the discovery of this island by the Western world.

A small metal plate near the base of the stone tells the story in simple terms: "Ferdinand Magellan landed near this place 6 March 1521."

On a bluff overlooking the bay, a docile water buffalo grazes on pleasant Sunday afternoons amid the ruins of an old Spanish fort, unperturbed by a succession of visitors who pose for pictures astride his flanks or by his owner who stands nearby and smiles appreciation for each silver coin that comes his way.

And beyond, the majestic green hills of southern Guam rise dark, lonely and forbidding. But not deserted. For Guamanians say that up there somewhere—hiding in the labyrinth caves and thick jungle undergrowth—are stragglers from the Japanese Army of World War II.

The "straggler," in fact, has become the Loch Ness monster of Guam. He is everywhere and nowhere. A fleeting shadow glimpsed briefly on the edge of a jungle clearing. A ragged and bearded will-of-the-wisp who brushes past bedroom windows in the dead of night.

But unlike Scotland's Loch Ness monster, Guam's "straggler" exists. Periodically, he stumbles from the bush—dirty, emaciated and vermin-ridden—to make a separate peace with the United States of America and the world at large.

One thinks a great deal about the straggler driving the narrow coastal roads of Guam and cannot escape the feeling that he is somewhere nearby—watching with unfriendly eyes.

Eighteen years ago, when the Federal Aviation Agency arrived on Guam, the straggler was less a legend and more a grim reality. That was in August 1947, and the Japanese occupation of World War II was still a bitter memory. Prudent Guamanians did not venture into the hills without care.

The first FAA facility on this volcanic island 3,330 miles west of Honolulu was an aeronautical telecommunications station located in the Pan American World Airways terminal building at the Agana Naval Air Station. The staff consisted of eight communicators and two maintenance technicians.

The twin domes of FAA radar on Mt. Santa Rosa are a Guam landmark. Below, Bill McCarter and Pat Orr admire Chinese cucumbers grown by IFSS chief Homer Willess.

Susan Stimson studies a latte stone on Guam. The builders and purpose of the stones are unknown.

Originally called an Overseas-Foreign Aeronautical Communications Station (OFACS), the facility was redesignated as an International Air Traffic Communications Station (IATCS) in the mid-1950s. The present designation, International Flight Service Station (IFSS), has been used since 1960 and more accurately describes the varied weather, flight and communications services provided by the facility.

The OFACS-IATCS-IFSS has shifted location as often as it changed names. The present site is on the northwest coast of the island, adjacent to the Naval Communications Station in an area called Finegayan. The IFSS shares a modern new building with the FAA area manager and his staff.

The other major FAA facility is the Air Route Traffic Control Center/Radar Approach Control facility (CERAP), located at Andersen Air Force Base on the northeast corner of the island. This facility is responsible for the safe movement of both civil and military aircraft in the two million square mile Guam center control area. It also provides approach control services for aircraft landing at Andersen AFB and Agana NAS.

The Agency took over the operation of the CERAP from the Air Force—at the request of the Air Force—in June 1959. The original contingent of 13 FAA controllers on the island was led by George T. Harris, the present area manager for Guam.

In addition to the IFSS and the CERAP, other 24-hour manned FAA facilities on Guam are the long-range radar installation on Mt. Santa Rosa overlooking Andersen AFB and the radio transmitter station at Barrigada near the center of this island, which is approximately 30 miles in length and ranges from four to eight miles in width.

With 115 employees and 350 employee dependents on Guam, FAA accounts for only a very small percentage of the total population of the island. This figure is about 75,000 of which 35,000 are native Guamanians. Most of the remaining 40,000 are military personnel, military dependents, or civilians working for the military.

Because of its strategic location, Guam long has been an important military outpost. This is particularly true today. The B-52 Stratofortresses based at Andersen AFB and the Polaris submarines operating from Apra Harbor on the southwest coast of the island make up a part of America's first line of defense in the Pacific.

The military, consequently, has played a significant role in the affairs of Guam since its acquisition in 1898 as a result of the Spanish-American War. The Navy, in fact, was the governing agency on the island until 1950 when the Organic Act of Guam became law.

The Organic Act established the island as a ward of the Department of Interior with the status of an unincorporated territory and granted local powers of self-government. It also extended United States citizenship to all Guamanians. However, they cannot vote in national elections and have no representation in the United States Congress.

Guam spent most of World War II under Japanese rule. Two days after Pearl Harbor, a force of 6,000 Japanese troops landed on the island and were to remain in complete control there until 0830 on July 21, 1944.

This was H-Hour for 56,000 American marines and soldiers who stormed ashore at Agat Bay on the southwest coast of Guam. In three weeks of often bitter fighting, they broke the back of the Japanese defense force and drove the remnants into the hills and jungles. Mop-up operations were to continue for many long months.

After the ravages of World War II, Guam was left with an architecture which featured an ugly variety of do-it-yourself native housing and the ubiquitous quonset hut. But most of these buildings were to enjoy short life. Eighty to ninety per cent of them vanished in a single day—Nov. 11, 1962—before the 235-mph winds of Typhoon Karen.

This was one of FAA's finest hours on Guam. Its radar facilities were never out of service, providing continuous position data on the storm as it approached the island. Countless lives were saved as a result.

After the storm passed, the Agency quickly reestablished full air traffic and flight services and was able to handle the hundreds of aircraft flying into the island with emergency supplies and equipment.

Virtually all FAA housing in the Finegayan area near the IFSS survived the storm. But most suffered extensive damage, and Agency dependents were evacuated to Wake Island while the necessary repairs were made.

But Typhoon Karen brought blessings as well as grief. Millions of dollars in disaster relief and rehabilitation money were poured into the island, greatly accelerating its economy. This "boom" is still going on, particularly in the construction industry.

Of all the construction on Guam today, the new airline terminal building going up adjacent to the Agana NAS should contribute the most to an improved image for the island. It will replace the present terminal—a dilapidated quonset hut—and give this island at the "crossroads of the Pacific" a Jet Age facility reflecting its growing importance in the Pacific and in the world. #

Wake Has Rebirth

Vietnam War Boosts Island Traffic

FAA firemen stand watch in the upper left photo as a giant C-141 jet of the Military Air Transport Service (MATS) prepares to refuel at the Wake Island Airport. Below: Armed Forces personnel file from the FAA terminal building to a waiting MATS C-135 jet. In the upper right photo, Edward Davis, a heating equipment mechanic in the FAA sea water distillation plant, makes a minor adjustment to one of the plant's two permanent units. Together, these units produce 100,000 gallons of fresh water per day.

WAKE—They come at all hours of the day and night to this tiny mid-Pacific coral atoll administered by the Federal Aviation Agency.

Most travel in sleek C-135 and C-141 jets, flying non-stop from Travis Air Force Base in California. The less fortunate ride in C-130 and C-124 piston-engine aircraft with a prior refueling stop at Hickam Air Force Base in Honolulu.

Many wear bleached and faded fatigue uniforms, the once razor-sharp creases blurred by long hours in the air. A few carry weapons casually slung over the shoulder or strapped to the waist. Still others sport the distinctive green berets of the elite Special Forces units and decline to have their picture taken.

All are United States fighting men headed west across the vast Pacific to Asia. And they are—with rare exceptions—very, very young.

From his second-floor office in Wake's modern new terminal building, FAA's area manager watches the aircraft come and go. He smiles and remembers that only a few short years ago Wake was being written off as a casualty of the Jet Age.

"Now this is the major Pacific way station for the airlift of troops and cargo to Southeast Asia," says Arthur R. Marcus. "We've never been busier, not even during the Korean War airlift. Our traffic count for August was the highest ever. And September and October were not far behind."

A few doors down the hall from Marcus, the MATS (Military Air Transport Service) commander on Wake chews on a substantial cigar and nods his head in agreement. He points to a flip chart which shows an average of 36 military flights stopping at Wake each day in August, 33 daily in September and 31 daily in October. He notes that several contract flights also pass through Wake each day but are not shown on the chart.

"Most of this traffic is MATS and going west," says Air Force Major J. C. Weiler. "Our piston-engine aircraft from the States are obliged to stop here, and our jets find it advantageous to do so."

"Normally," Weiler adds, "a MATS troop flight will lay over here for two hours while we refuel the aircraft and feed the troops in our own mess hall. If an aircraft develops mechanical trouble, we put up everyone overnight in our own barracks."

MATS also changes flight crews at Wake in many instances.

"Our operation out here resembles nothing so much as the old stage coach line," the 18-year Air Force veteran says. "The crews change, but the aircraft keeps going. We average 15 stage crews in rest status here on any given day. Our total transient population is about 330 on the average."

A short half mile to the south of the terminal, the Chief of FAA's air traffic control facility on Wake is philosophical about the increased workload the MATS operation has placed on him and his 12-man staff. Robert E. Bailey, 14 plus years in the air traffic control business, relaxes over a cup of coffee and says:

"The whole traffic picture out here is pretty much governed by the military and political situation in the Far East. You'll find our activity levels follow closely the progress of the war in Vietnam. We are hardly affected at all by scheduled commercial and other non-military aircraft."

And Bailey even finds a bright spot in all of this:

"Pilots flying out here have a very high experience level. They are real professionals. We don't get involved at this facility with new pilots or pilots making local training flights."

Bailey anticipates his final traffic count for 1965 will show "a 20 per cent or more" jump over 1964. He expects the center phase of his operation will handle 60,000 enroute aircraft and the tower will direct 24,000 takeoffs and landings. Wake has the only combined air route traffic control center/airport control tower in FAA.

With a total staff of 13—two of whom are always on leave and three in training status—Bailey frequently finds himself standing watches in the tower cab. But he doesn't complain:

"There's just no other way to run the operation," he says.

Below the control tower, in the FAA's International Flight Service Station (IFSS), it's the same story. This facility is the communications link between center controllers and en route aircraft beyond the range of the center's line-of-sight- VHF (Very high frequency) radio equipment. It also furnishes pilots with weather and flight information and provides various other flight and communications services.

Acting chief Alfred E. Tara says the 28-man facility is the third busiest IFSS in FAA. Also that is the only IFSS operation on the military panel of frequencies.

"In fact," Tara adds, "we work more military aircraft than any other IFSS—almost twice as many."

On request, Tara produces statistics which show the 1965 average monthly gains in activity over 1964: Military aircraft contacted up 34 per cent from 1766 to 2366; Civil aircraft contacted up 59 per cent from 471 to 749; IFR (instrument flight rules) flight plan departures up 26 per cent from 784 to 993.

At the other end of the field—in a building housing five major crash rigs, two structural pumpers, two 3,500-gallon tankers, one 800-gallon tanker, and one late-model racy-looking ambulance—assistant fire chief George M. Leong measures the impact of Vietnam on the facility's 30-man staff.

"At the present time we are averaging 200 to 300 responses per month," the youthful Honolulu native says. A year ago this time, the average was around 100 per month.

One of the reasons for this increase is the large number of aircraft passing through Wake with cargo labeled "explosive" or "hazardous."

"We send out two major crash rigs to

On the job at the Wake IFSS are specialists Charles Kekoolani (left) and Tommy Aina and Howard Hetrick. Wake IFSS is tops in FAA in the number of military aircraft handled.

meet each of these aircraft just to be on the safe side," Leong notes. "Also with more aircraft stopping here, we have more fuel spillages and other reasons for dispatching trucks on the field."

There are, in fact, few areas of life on Wake unaffected by the increased flow of troops and military cargo through here. And drinking water is *not* one of them.

Walking across one of the huge rain catchment basins on Wake, one is reminded of a deserted parking lot at a suburban shopping center.

Ted Escobar might well be the owner of the empty shopping center. Providing drinking water on an island that produces none of its own is only one of the many responsibilities he shoulders as acting chief of the Airway Facilities Branch on Wake. He worries a lot—particularly about the amount of rainfall.

"This year is one of the driest on record," he says with a note of sadness in his voice. "Normally our annual rainfall is 37 inches, but we're running 11 inches below that now with the dry season just about to begin."

"Without rain," Escobar continues, "we've got a losing proposition here. Even with the addition of two new portable units, our distillation plant produces slightly less than 130,000 gallons of drinking water per day. During peak military movements, the daily water consumption is slightly more than 130,000 gallons."

Escobar figures that one inch of rain falling on the 33-acre catchment system is good for one million gallons of drinking water under ideal recovery conditions. On what he describes as "a good rainy day," the recovery rate is as high as 95 per cent. But the rate decreases as the amount of sunshine increases.

The distillation plant has two permanent units which convert brackish water obtained from 200-foot wells into drinking water. Each unit produces 50,000 gallons per day.

In addition, FAA recently borrowed two portable distillation units from the Atomic Energy Commission installation on Johnson Island. Each has a rating of 14,000 gallons per day.

Al Tara (left) and Bob Bailey are two key FAA employees on Wake Island. Tara is the acting chief of the Wake IFSS and Bailey runs the combined center/tower on the island.

These portable units will help Wake survive the current water crisis, but the island still needs an additional 50,000 gallon permanent distillation unit, Escobar says. He also wants to increase storage capacity from 1.8 million gallons to 4 million gallons and resurface the catchment area to cut down on leakage.

In addition, Escobar would like to add a second filtering system to process the water before it goes into storage. At the present time, water from both the catchment system and the distillation plant is pumped directly into storage tanks and filtered and purified on the way out.

"Still," Escobar adds, "no one ever got sick drinking our water. Some may have suffered from taking a little too much bourbon whiskey with it, but that's their affair."

George R. LaCaille is not one of these. But, leaning against the almost empty produce counter at the FAA Commissary, the assistant area manager for Wake admits he likes to eat. And even this necessity of life has been touched by the current situation in Southeast Asia.

"We usually get one supply ship a month in here," LaCaille says, but in August and September, the ship bypassed Wake and went directly to Guam to accommodate the build-up going on there.

"During this period," he adds, "we used FAA aircraft to airlift food in. We also got the Standard Oil people here to bring in supplies on one of their tankers. Some items were pretty scarce for awhile, but no one went hungry."

Back in the terminal, another load of troops has arrived. Most are lounging in the spacious waiting room or in the automatic canteen. One group mills around the souvenir stand, where shell necklaces from the Philippines are hot items at $1.35 each.

FAA policeman Earl A. Harris watches with interest. Two years ago, this retired Army sergeant was in Vietnam himself with a Special Forces unit. Now he looks for familiar faces and looks in vain.

But Old Soldier Harris knows well there will be other days and other faces. #

collectors' items

Wake FAAers Hunt GLASS BALLS

Collecting sea shells, coral and driftwood is old hat.

Good sport, maybe. Fun, maybe, but definitely passe.

On Wake Island, beachcombers hunt for hollow glass balls which have broken loose from Japanese fishing nets and been washed ashore by the tide.

"You'll even see people out on the beaches in the middle of the night looking for them," says FAA policeman Earl A. Harris. "It gets to be quite a thing with some people."

Harris should know. His pretty Japanese-born wife, Chiyoko, recently got the bug herself. Her prize find to date is a globe inscribed with her maiden name, Kawaguchi, which translated into English means "mouth of the river."

The number one collector on the island, however, is Margaret Chapman, an attractive mother of two. Her husband, Stanley, works in the Wake Center/Tower.

Mrs. Chapman's collection numbers between 350 and 400. She found about half of these during a five-month period last summer. In one day alone she pulled in ten.

"Driftwood was really my passion before I began finding so many glass balls," Mrs. Chapman confesses. "Now I spend much of my free time looking for them."

The largest globe in Mrs. Chapman's collection measures 45 inches in circumference and was found by her teen-age son, Alan. The smallest is seven inches around in the middle.

Most of the glass spheres found on Wake are blue-green in color but occasionally a pure blue or even an amber one is found. Globes which still have parts of the original netting attached are most prized by collectors.

Now in her fifth year on Wake, Mrs. Chapman already has started to worry about packing her collection when the time comes to leave the island.

"I just couldn't bear to part with a single one," she says. #

Margaret Chapman, Wake's champion glass ball collector, shows part of collection.

The Yoneshiges, largest FAA family on Guam, line up for a Sunday morning inspection outside their typhoon-proof home. All made passing marks.

ISLAND LIVING is their cup of tea

Guam—Ralph and Alice Yoneshige and company are not the typical FAA family on Guam. But they are the largest. In addition to Ralph and Alice, there are: Steven, 16; Lynn, 14; Miles, 12; Jean, 11; Darlene, 7; Karen, 3; and Peggy, 1.

That's nine Yoneshiges in all. And—that's right—Yoneshige number 10 is en route.

Ralph Yoneshige is supervisory electronics maintenance technician at the Mt. Santa Rosa long-range radar site on the northeast corner of Guam overlooking Andersen Air Force Base. A native of Honolulu, he has been with FAA for almost nine years—the first 3½ on Wake and the last 5½ on Guam. Previously he worked for the telephone company in Hawaii and then he put in two years on Guam installing a telephone exchange for the local government.

Alice Yoneshige, who also is a Honolulu native, is the biggest Guam booster in the Yoneshige household. She says she "loves" it. Then, after a brief pause, she adds: "It's a great place for raising children."

Like many people of Japanese ancestry, Alice Yoneshige is frequently given to understatement.

Wake—When the FAA Constellation, N-119, rolled to a stop next to Wake Island's modern new terminal building, the Harry Litchfields were among the first passengers to leave the airplane. For them, it was the end of an almost nine-year effort "to get back to Wake."

Harry and Dusty Litchfield were on Wake for one year in the mid-1950s. Harry, a husky former Air Force jet pilot, was a communicator in the international flight service station. Dusty worked as a nurse in the FAA hospital.

"In those days," Harry recalls, "housing was in short supply and communicators were not guaranteed family quarters. So I came out as a bachelor communicator and Dusty as a bachelor nurse. We had to live in separate quarters for a while, but we eventually got back together."

"We left Wake in 1956," Harry continued, "to return to Honolulu and adopt a child. We've been trying to get back ever since."

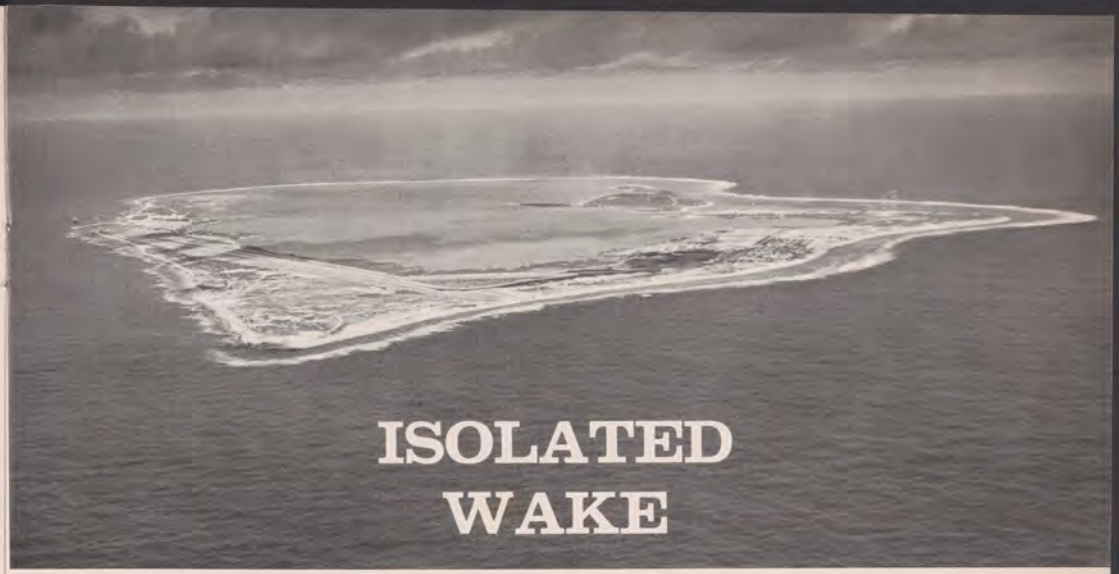
With Harry and Dusty on Wake now is their son—a handsome, brown-eyed boy of eight. His name is also Harry but every one calls him "Bud."

The road back to Wake has been a circuitous one for the Litchfields. Four years were spent at the Honolulu Air Route Traffic Control Center, three years at the Stapleton Tower in Denver, and two years at the Standiford and Bowman Towers in Louisville. Harry is now assigned to the Wake Center/Tower.

"We enjoy fishing, boating and swimming, so this life really appeals to us," says Dusty. "You might even call this a return to paradise."

And there is only a slight suggestion of a smile in Dusty Litchfield's eyes when she says it. #

The Harry Litchfields, one of the newest FAA families on Wake, have been trying to "get back" there for nine years.



ISOLATED WAKE

Has a Life of its Own

For all practical purposes, Wake Island was discovered in the mid-1930s by a high official of Pan American World Airways who noted its presence in the Pacific map one day and said: "Let's refuel our China Clippers there."

A few years later, Wake Island was rediscovered by a Hollywood producer who turned out an epic war film of the same name. It featured Brian Donlevy and Bill Bendix among others, and it still packs the people in when it plays the "Windy Palace," Wake's rustic, walk-in, open-air, theater-by-the-sea.

Others had been there before, of course, the Spanish as early as the mid-sixteenth century. But no one stayed. And with good reason. The island lacks one of the basic ingredients needed to sustain human and other animal life—fresh water.

Even with fresh water—and this is supplied now by processing rain and sea water—life on Wake is a unique experience. It takes a very special kind of person to live there and enjoy it.

First of all, he must like—or at least be able to tolerate—"togetherness." There are more than 1,400 permanent residents on the island and only 2½ square miles of solid ground on which to jockey for position. There is no place to run, no place to hide, and there are very few secrets from one's neighbor.

Equally important, he must be extremely fond of FAA. The Agency is more than just an employer on Wake. It supplies the housing and utilities, operates the commissary, provides police and fire protection and furnishes medical and public health services. It even runs a school for children in grades kindergarten through nine with funds provided by the Department of Health, Education and Welfare.

Then, too, there is a feeling of isolation which overtakes one on the island. "Civilization"—as represented by Honolulu, where many FAA employees have their roots—is 2,300 miles away. And there is virtually nothing in between.

Rust is another major problem. A fine ocean spray blows over the island continually and eats away at metal like sulfuric acid. Wake Islanders must fight this enemy 24 hours a day, seven days a week, knowing all the time that in the end they will lose the battle.

There are even traffic problems on the island with 634 registered motor vehicles and only 9.7 miles of paved roads. FAA's five-man police force hands out a dozen tickets in an average month and a much larger number of warnings.

Finally, there are minor inconviences associated with life on Wake—both real and imagined. Husbands must learn to survive without golf (which pleases the wives), wives without shopping sprees (which pleases the husbands), and children without television (which pleases just about everybody).

FAA has been involved in the civil administration of Wake since 1947 when it was designated by the Navy to exercise the Navy's jurisdictional responsibility over the island. It continued to act as administrator, under an agreement with the Department of Interior, after a 1962 Presidential Order transferred the previous Navy jurisdiction to the Secretary of the Interior.

Among the facilities operated and maintained by FAA are the airport with its 9,850-foot runway capable of landing the biggest intercontinental jets, the aviation and weather communications station, the air traffic control center/tower, and the air navigation aids. The Agency also is responsible for providing the various community support facilities and services.

These activities involve some 240 FAA

Wake Remembers the Valiant Men Who Fell Here

employees and another 355 dependents. This total of almost 600 gives the Agency the largest individual representation on the island.

The biggest employer, however, is Facilities Management Corporation (FMC), which provides ground services for the increasing number of Military Air Transport Service (MATS) aircraft using the island. Most of the 525 FMC employees are Filipinos living in bachelor status if not actual bachelorhood. There are only 37 FMC dependents on the island.

Pan American also maintains a force of about 60 people on the island. The airline has two scheduled flights into Wake each week—one eastbound and one westbound. It also operates numerous military contract flights which stop there.

Visitors to Wake generally are surprised to find that the V-shaped coral atoll actually consists of three small islands—Wake Island proper, Wilkes Island and Peale Island. All three are perched along the rim of an extinct underwater volcano and a trip around the "V" is approximately nine miles from tip to tip.

Wake is named for an Englishman, Captain William Wake, whose visit there in 1796 made an indelible impression on subsequent generations of cartographers. The other two islands bear the names of Charles Wilkes, a U. S. Naval officer, and Titian Peale, a naturalist, who did a survey of the island in 1840.

The annexation of Wake by the United States was a direct result of the Spanish-American War, which greatly stimulated national interest in the Pacific. In January 1899, Commander Edward D. Taussig steamed into Wake aboard the U. S. S. Bennington, fired off 21 guns, hoisted the Stars and Stripes, and took formal possession of the island for his government. A subsequent Presidential Order gave jurisdiction over the island to the Navy.

But it was not until 1935, when Pan American World Airways initiated its pioneer transpacific operation with the famous China Clippers, that people came to Wake to stay. The airline established a seaplane base on the island with various supporting facilities.

Shortly before World War II, the Navy began construction of an air seaplane base on Wake. It was nearing completion when the Japanese attacked with a force of bombers on Dec. 8, 1941 (Wake time—December 7 in Honolulu).

The valiant defense of Wake was a solitary beacon of light in the early dark days of the war following Pearl Harbor. For two weeks, the small contingent of marines, sailors and construction workers on the island held out in the face of repeated attacks from both the air and sea.

On December 23, however, more than 1,100 Japanese troops poured ashore in the predawn darkness and quickly overran the atoll. After five hours of bitter resistance, the outnumbered and outgunned defense force surrendered when the situation became manifestly hopeless.

Wake survived four years of Japanese occupation only to be devastated by Typhoon Olive in 1952. A good 85 per cent of the buildings on the island were leveled by the storm, but miraculously none of the 800 people on the island was killed or sustained serious injury.

Since the typhoon, the island facilities have been completely rebuilt, largely of concrete and other permanent-type construction. The most recent major addition is the modern new terminal building, completed in September 1962.

A new 200-seat chapel is under construction at the present time and should be ready for services next month. Located directly behind the terminal building, the concrete-and-wood structure will honor the dead in all wars but particularly the brave men who fell on Wake during World War II—both American and Japanese.

Strangely enough, there already is a Japanese war memorial on Wake—a dignified stone monument erected in 1957 by Japan Air Lines and the now defunct Transocean Air Lines. Its message, carved in both Japanese and English, is one of concilation and hope; "May Peace Prevail on the Waters of the Pacific Forever."

Today, Wake is playing an important role in America's effort to preserve that peace. #

5 Two reminders of the Second World War on Wake are the "Prisoner of War" rock on which an unknown American carved out the legend "98 US P.W. 5-10-43" and the 6 Japanese memorial bearing the inscription "May Peace Prevail on the Waters of the Pacific Forever." 7 FAA-operated commissary on Wake carries hundreds of items for island families and charges "Honolulu prices."

1 The rusty coastal gun above was captured by the Japanese at Singapore and shipped to Wake. 2 Hoisting the bar-bells is assistant fire chief George Leong, a firm believer in physical fitness. 3 Police Officer Scott Whittey writes up a traffic citation while 4 cohort Earl Harris checks out firearms.

8 Dr. Jose Rosal checks an X-Ray and 9 Dr. William Ohara a molar at the FAA-operated dispensary on Wake Island. With a staff of two doctors, four nurses and one dentist, the dispensary attends to the health needs of Wake's 1,400 plus inhabitants. 10 Keeping healthy on their own are these children of FAA employees. The Wake school playground is a popular gathering place for island youngsters.

Symposium Told Career Progress Is Based on Diversified Skills

"Airways and Navaids . . . Present and Future" was the theme of the Eastern Region Airways Engineering Society technical symposium held in Baltimore in October.

Eastern Region Deputy Director Wayne Hendershot spoke to the group on the importance of career advancement through the diversification of one's knowledge and skills.

Other Eastern Region personnel conducted a round table discussion of the new Area Manager organization which was moderated by John L. McGiverin, chief of the Washington Area Office's Air Traffic Branch. Participating in the discussion were Washington area manager Stanley W. Henceroth, Boston area manager Robert M. Brown, New York area assistant manager Louis Cardinali and Cleveland area assistant manager Richard A. Farrell.

Technical presentations made during the symposium included "SRDS Test Facilities at NAFEC" by Frederick Freeman, chief of NAFEC's Technical Services Division; "Future Training of Electronic Technicians in FAA" by Benjamin Zvolanek, chief of FAA's Training Division; "Electronic Engineers' and Technicians' Contributions to Air Traffic Control" by Dulles Tower chief Walter E. Britton and Baltimore Tower chief F. A. Kane; "Enroute Radar—Present and Future" by Edward H. R. Paro, FAA project engineer at Raytheon Company, and "The Professional in Government" by CSC Executive Director Nicholas J. Oganovic. Industry representatives spoke on Test Equipment and Oscilloscopes, and Gemini Rendezvous.

CONTROLLER AIDS BOAT RESCUE

Controller Joe Bugado Jr., of the Santa Barbara, Calif., Tower, was instrumental in bringing about an unusual save recently. He helped rescue a man adrift in a small boat.

On October 18, a Navy helicopter reported a small vessel in distress in the Pacific, two miles offshore. The helicopter pilot hovered over the disabled craft while Bugado alerted the Coast Guard Station.

A Coast Guard cutter was dispatched to the scene. Then Bugado relayed communications between the helicopter and the Coast Guard Station because the cutter was unable to make direct radio contact with the helicopter.

In an hour the sole occupant of the small fishing boat was rescued.

TEMPORARY CONTROL ZONE HELPS AEC 'LONG SHOT'

AEC's underground test "ground zero" area on Amchitka Island is delineated for FAA's Wallace D. Leask of the Alaskan Region by Army Col. Malcolm M. Jameson, director of the AEC-DOD team. Other members of the joint team are Air Force Maj. Worth Hill, Kirtland AFB (right), and Dr. Delbert Barth of the U. S. Public Health Service, Las Vegas.

When Amchitka Island of the Aleutian Island Chain in Alaska was rocked by a man-made earthquake on October 29, the Agency had a part in the preparations for this shot.

The Atomic Energy Commission and the Department of Defense detonated an 80-kiloton nuclear device buried 2,300 feet beneath the surface of the bleak, deserted island, as part of "Project Long Shot," a test to detect underground detonations over great distances.

The Anchorage Center established a temporary control zone to provide protection for the air operations supporting "Long Shot." Wallace D. Leask, of the Anchorage Center, served as a member of the AEC-DOD team which was based at the Adak Naval Air Station.

The Air Force had installed a "Tropo Scatter" communications system to provide a voice point-to-point tie-in with the Anchorage Center to handle all traffic flying within the controlled airspace.

Houston ARTCC Design Honored by Texas Architects

The front entrance of Houston's Air Route Traffic Control Center typifies the futuristic and functional design which resulted in the Texas Architects design Honor Award.

FAA's Houston Air Route Traffic Control Center received the Texas Society of Architects honor award for 1965 in recognition of its architectural design. Archie W. League, Air Traffic Service Director and former Southwest Region Director, accepted the award for the FAA at an awards luncheon in Austin recently.

The award given annually in recognition of an outstanding architectural design of a commercial, government or private building was shared by the architects, Goleman & Rolfe and George Pierce-Abel B. Pierce of Houston.

Houston ARTCC, commissioned in June, completed the Agency's center consolidation program. It is located at the Houston Intercontinental Airport now under construction north of the city. It is the first building to be completed on this supersonic-age airport which will be operational in 1967. Designed to blend with other buildings to be constructed at the airport, the Houston Center is basically the same as its 20 sister centers.

Son of Elko SMS Chief Solos On His 16th Birthday

Mike Applebury celebrated his 16th birthday by making his first solo flight. He is the son of James Applebury, chief of Elko, Nev., Systems Maintenance Section, who is also a pilot. Last summer the Applebury took a cross-country vacation in their Cessna 172 with Mike acting as the navigator. They visited aviation exhibits at Kitty Hawk, N.C. and at the Smithsonian Institution in Washington. A junior in high school he wants to be an electronics engineer.

REGULAR MEDICAL CHECK-UPS WILL BENEFIT AIR TRAFFIC CONTROLLERS

Controllers and the flying public will share equally in the benefits of a new medical program for controllers announced recently by the Administrator. This opinion was shared by officials of employee unions, professional societies and the Federal Aviation Agency.

All controllers and assistants in the Agency's centers and towers will be given health examinations annually under the new program. At present, only controllers in airport towers are required to pass annual medical examinations of a type originally designed for commercial pilots. The new medical examination, which is designed to detect early indications of health problems related to controller duties, will include a specialized physical examination given during the month of the controller's birthday and will include laboratory studies and a personality inventory.

Laboratory studies include chest X-rays, electrocardiograms and audiograms. A well-recognized personality inventory will be given to all controllers at about the same time in the early part of 1966 in connection with the new program. The inventory has no passing or failing marks. It will be graded by professionals, who will use the scores to help identify a controller who may have a specific emotional problem which would make it unsafe for him to control traffic until the condition is corrected.

Among officials of employee organizations who were briefed on the program was Joseph A. Gascoigne, executive director of the Air Traffic Control Association, who commented: "The establishment of a program such as that proposed is considered to be in the best interests of controller health and personal welfare, as well as safety to the flying public through consequent efficiency of the air traffic control services provided."

J. F. Griner, National President of the American Federation of Government Employees (AFL-CIO), said, "We feel that the type of health program proposed should be an improvement in the prevention of air accidents that might be the result of the controller's physical condition."

Response from nearly all the organizations which represent the 14,000 air traffic controllers was encouraging, but cautious in regard to the employment rights of personnel failing to meet examination standards. Their principal suggestions have been incorporated into FAA's program.

Controllers who are found to be not medically qualified will, wherever possible, be placed in other positions either within the FAA or with another Agency. Separation or retirement for disability may be recommended in a few cases. Decisions by Regional Flight Surgeons may be reviewed by the Federal Air Surgeon if requested by a controller. Appellants may submit any pertinent medical information including that furnished by the individual's personal physician. Further appeal of any adverse actions can be made to the Civil Service Commission through the Agency's appeal system.

The objective, medical officials point out, is to maintain and improve the health of air traffic controllers and, in so doing, to promote the interests of air safety.

Goudie Named Systems Maintenance Service Director

Glenn E. Goudie

Glenn E. Goudie, who has been Deputy Director of the Systems Maintenance Service, was named Director by Administrator William F. McKee. He succeeds Bernard J. Vierling who has a new position as Deputy Director of the Office of Supersonic Transport Development.

Goudie's CAA/FAA service dates back to 1940 when the Alaska Aeronautics and Communications Commission, of which he was supervisor, was taken over by the Federal government. In 1945 he was transferred to Washington as chief of the CAA's radio engineering section. After a two year stint in private industry, he returned to CAA where he held progressively responsible positions until 1951.

In that year, he was detailed to the International Civil Aviation Organization (ICAO) to survey Iceland's air navigation facilities. Two years later, he became chief of an ICAO technical assistance mission to Lebanon. For his effective overseas work, Iceland and Lebanon decorated Goudie.

Western Region Engineer Hawks Wins Meritorious Service Award

For outstanding service to the Agency and to the aviation industry, Administrator William F. McKee awarded the Meritorious Service Award to Charles R. Hawks Jr.

Administrator William F. McKee awarded the Agency's second highest award, the Meritorious Service Award, to Charles R. Hawks Jr., chief of the FAA's Western Region Aircraft Engineering Division, for his outstanding service to the Agency and to the aviation industry.

"Hawks' technical contribution to design standards in civil aircraft has earned him the trust, respect, admiration and cooperation of his fellow employees, Agency and other Federal executives, foreign government representatives and aircraft industry personnel," the Administrator stated, when he presented the award in Los Angeles recently. General McKee also cited Hawks' contributions to development of aircraft engineering programs and designs to assure safe, airworthy aircraft.

Except for military duty during World War II and the Korean conflict, Hawks has been associated with FAA and its predecessor agencies since 1936 when he joined the Bureau of Air Commerce.

Hawks, born in Carroll, Iowa, is a 1935 graduate of the University of California at Berkeley.

As chief of the Aircraft Engineering Division, Hawks directs a staff of 125 professional engineers and pilots who are responsible for airworthiness certification and production of all civil aircraft manufactured within the nine states making up the Western Region.

DIRECTORS PINNED WITH NEW SERVICE EMBLEMS

Nine regional directors were the first to receive the new career service emblems. The presentations were made by Administrator William F. McKee during the November Regional Directors Conference in Washington.

Those receiving the service emblems were: The 25-year emblem—Western Region Director Joseph H. Tippets, with 33 years service; Assistant Administrator for Europe, Africa, Middle East Raymond B. Maloy, with 30 years; Southwest Region Director Henry L. Newman, with 29 years; Central Region Director Edward C. Marsh, with 28 years; Aeronautical Center Director W. Lloyd Lane, with 26 years; and Alaskan Region Director George M. Gary, with 25 years.

Fifteen year emblems were presented Eastern Region Director Oscar Bakke, with 24 years; Southern Region Director James G. Rogers, with 23 years, and NAFEC Director Jack Webb, with 21 years.

The new emblems replace 18 standard Governmental pins now in use. The new Agency emblems will be awarded in four increments—on completion of the one-year trial period, upon acquiring career status after three years, and at the 15 and 25 year levels.

The first new Agency service emblem went to Western Region Director Joseph H. Tippets (left). Administrator McKee gave Tippets, a 33-year veteran, a 25-year emblem. Looking on is the Deputy Administrator Thomas.

The one-year emblem is all bronze; the career-status emblem has a sterling silver seal with white and FAA-red enamel trim; the 15-year emblem has a gold-filled seal with white and FAA-red enamel trim and the 25-year emblem has a 24 carat gold seal with white and FAA-red enamel trim.

The new service emblems are now available agencywide.

Leonard Buntz Saves Woman, Son from Floodwaters

An FAA facilities check pilot saved the lives of a woman and her 7-year-old son recently when he pulled them from their car as it was caught in floodwaters near Oklahoma City.

Leonard E. Buntz, driving home from work at the FAA Academy Flight Standards Training Division, was behind a car driven by Mrs. Faye Tiemann. Just as he was about to turn off the highway toward his home, he saw Mrs. Tiemann's small foreign car get swept into swirling water on the low-level road. Buntz stopped to help. The Tiemann car was carried by the water and was resting against a restraining cable that runs alongside the road.

He pulled the boy to safety through the car window as water was pouring into the car. Buntz worked his way back to dry land with the boy under his arm and returned to rescue Mrs. Tiemann. The water level was nearly to the roof of the car when he finally brought her to safety.

Low Down Beacon Calls for Electronic Hawkshaws

When false targets were observed on radar scopes recently, making the McClellan, Calif., Radar Approach Control's newly installed air traffic control radar beacon system unusable, two radar technicians were assigned to run down the cause.

The two modern electronic hawkshaws, Byron T. Stamate and James H. Lashbrook of McClellan RAPCON, who thoroughly investigated and analyzed the system, came up with the culprit.

They found that the beacon's low-angle radiation pattern was being reflected off adjacent structures, triggering aircraft transponders and resulting in false signals. Stamate and Lashbrook designed special equipment to eliminate the difficulty. They spent many hours testing and positioning the antenna for best results. As a result of their work the false targets were eliminated. Then the beacon was flight checked and put back into operation. Stamate and Lashbrook were subsequently given a Western Region Award based on their findings. "These technicians showed ingenuity and persistence in correcting the difficulty and providing a usable beacon facility," said George E. McCarthy, Sacramento, Calif., SMS chief.

Georgia Controllers Save Mass Air Force Jet Training Flight

FAA radar approach control and ground approach control personnel at Moody AFB, Valdosta, Ga., went into fast action recently to give 27 Air Force T-38 jets a mass flight assist when the pilots were confronted with adverse landing conditions after returning from a local training flight.

On their return the pilots, flying at three-minute intervals and making both tactical air navigation penetrations and en route descents to Moody's runway 36R, found inflight visibility and clouds much lower than forecast.

Realizing there was neither precision approach radar or instrument landing systems available on the proposed runway, the Valdosta crew quickly changed procedures to direct these inbound aircraft to another runway where PAR/ILS could be used. This involved some juggling of flight patterns and increased spacing of aircraft to allow time to rotate the ground control approach unit.

The cumulative effect of the missed approaches because of the weather and other delays resulted in the aircraft rapidly running low on fuel, further complicating the situation. Nevertheless, the skillful and rapid handling by the Valdosta RAPCON crew enabled 24 jets to land safely in rapid succession at Moody. The remaining three were safely diverted to alternate fields.

Lt. Col. H. J. Hoffman, 3552nd Pilot Training Squadron commander, presented a cake to the six skilled controllers who handled the assists as a token of the squadron's appreciation.

The six members of the flight assist RAPCON/GCA team at Valdosta were: crew chief Thomas E. Jackson, watch supervisor James E. Stanberry and controllers William A. Mikell, Jackie R. Crews, Luther D. Breeden and Keith C. McCall.

The cake being sliced by watch supervisor James E. Stansbury, Valdosta RAPCON/GCA, is from Moody AFB pilots in gratitude for a massive flight assist. The controllers who assisted the Moody AFB pilots were, from left: Keith C. McCall, Thomas E. Jackson, William A. Mikell, Jackie R. Crews and Luther D. Breeden.

'REMARKABLE CIVILIAN-MILITARY AIR CONTROL' — GEN. MARTIN WRITES

USAF/FAA cooperation in Alaska was hailed by Lt. Gen. Glenn W. Martin, USAF Inspector General, in a letter to Administrator McKee recently.

General Martin referred to the cooperation as an example of "remarkable civilian-military air traffic control" during a military exercise in Alaska.

The General stated: "Within seven miles of Elmendorf AFB, Alaska, there are nine light-plane airfields and water landing areas servicing approximately 800 civilian aircraft. This concentration of aircraft could create a high mid-air collision potential. However, through the outstanding cooperation and control by the FAA personnel and by the Alaskan civilian pilots, only one civilian-military aircraft near miss was reported in the past two years. A great deal of the credit for this achievement can be traced to the FAA representative John R. Hatcher. His briefing of all incoming military pilots, the FAA's requirement for civilian aircraft to have two-way radios and to check in with the FAA control agency, and timely publication and dissemination of directives, has contributed significantly to this outstanding record. I wish to commend your Alaskan people for minimizing the problem of a crowded sky."

To handle this heavy density of air traffic, the Anchorage Center established a Pilot Specialist Briefing Team in November 1964. The training staff which is responsible for the program conducts formal seminars and special briefings for military and civilian pilots flying VFR and IFR in the Anchorage area.

Other subjects covered are radar vector areas, terrain features, military climb corridors, restricted areas, departure procedures, approach and navigational aids. The briefings are conducted monthly at Elmendorf AFB Instrument School. Army pilots at Bryant Army Field also have received similar briefings four times each year. Additional briefings are also provided for itinerant groups. To qualify for selection to the briefing team, controllers must have completed the air traffic instructor or presentation technique course to serve on the briefing team.

The present briefing team consists of David C. Simpson, facility chief; Joe Britton, evaluation and proficiency officer; Jack Williams, watch supervisor; George Scott, crew chief; Walter B. Parker and Rogene Thompson, coordinators; Jeanne Collins and Martin Greiner, facility training instructors; Gordon Halsten, John Hatcher, James Hooser, Heiko Mansholt, Gene O. Markle and Charles Swim, controllers.

BREAK GROUND FOR WAKE CHAPEL

Wake area manager Arthur R. Marcus broke ground for Wake's new chapel building which is scheduled for completion next month. Thomas Giuli, project contractor, also took a turn at the shovel. Ground breaking services were conducted by Wake Chaplains, Rev. Douglas R. Olson and Fr. Timothy Kavanaugh, who served for Fr. Canice Cartmell while he was in Rome for the Ecumenical Council. The Wake Island Church Choir provided a special musical background for the festivities.

BAER FIELD CONTROLLERS SAVE TWO PILOTS FROM WHEELS UP LANDING

"Your landing gear does not appear to be down," calmly stated by air traffic control specialist Merwin M. Hayes at Baer Field, Fort Wayne, Indiana, recently, caused a chain of events that led to a letter of commendation from Administrator William F. McKee.

In appreciation of Hayes' alertness, general aviation pilot Dr. Thomas S. Lastrapes of Marion, Ohio, wrote Administrator McKee praising Hayes and Agency personnel in general for their enthusiasm and good will shown in the performance of their duties.

Lastrapes went on to explain to the Administrator that: "Although the approach end of the runway on which I was landing is farthest from the tower, my approach short and visibility limited, almost immediately after breaking out of the overcast I was advised by Merwin Hayes, then on duty at the Fort Wayne Tower, that my landing gear did not appear to be lowered, permitting me to take corrective action."

The Administrator expressed his thanks in a letter to Hayes in which he said, "Your action has reflected most creditably on you and the Agency, and I am proud that you are a member of our team."

At a gathering of FAA employees at Fort Wayne, Kirby L. Brannon, Chicago area manager, read the Administrator's letter and congratulated Hayes for his action.

On another occasion, Brannon recalled, air traffic control specialist Leonard H. Covell also made a gear-up save at Fort Wayne Tower. Tower chief R. E. Robinson, in a letter of commendation to Covell, said: "You are to be commended on your alertness and attention to duty. Thanks for helping to enhance the FAA image."

FORMER FAAers KNIGHTED FOR WORK IN ICELAND

Lt. Gen. Harold W. Grant, USAF (Retired) (3rd from left), former Deputy Administrator and Glenn Goudie (right), Director of Systems Maintenance Service, were honored recently by the Icelandic Government. Observing the ceremony is Administrator William F. McKee (left). The awards were presented by Icelandic Ambassador Petur Thorsteinsson.

For helping Iceland improve its air navigation and communications facilities, Glenn Goudie, Director, Systems Maintenance Service, and former Deputy Administrator Lt. Gen. Harold W. Grant (USAF, retired) were honored recently by the Icelandic Government.

Goudie was made a Grand Knight of the Order of the Falcon, and Grant a Grand Knight with Star. The awards were presented by the Icelandic Ambassador Petur Thorsteinsson, at ceremonies in the Icelandic Embassy in Washington.

Goudie, as chief of the International Civil Assistance Mission to Iceland from July 1952 to September 1953, made the original survey of Iceland's needs for air traffic control, meteorological and fixed telecommunications services to support both international air traffic and Iceland's civil aviation.

General Grant, as director of United States Air Force air defense operations and later as FAA Deputy Administrator, helped Iceland procure surplus U. S. air navigation and communications equipment.

Both Grant and Goudie worked closely with Iceland's Chief of Civil Aviation, Agnar Kofoed-Hansen, to carry out a joint program called the FAA/USAF/ICAA Air Safety Program. When Iceland's air traffic control facilities proved to be inadequate to handle military planes stationed in Alaska for the defense of the far north, FAA agreed to supply equipment and technical assistance, USAF agreed to supply dollars and support services and Iceland agreed to furnish installations costs, work forces, sites and buildings.

Equipment supplied under the program resulted in greater safety and helped save the crew and passengers of a U. S. Navy C-47 that became lost in the vicinity of Iceland last year.

Tower Radar 'Out' at Denver But It Is 'Service As Usual'

When the Denver Tower's radar was shut down for three days recently because of required modifications, service to pilots continued uninterrupted.

Robert W. Farris, chief of the Denver ARTCC, explaining how this was accomplished, said: "Maintenance technicians in the Denver ARTCC at Longmont, Colo., rigged a special radar scope between two center en route scopes. Tower personnel normally based at Stapleton International Airport in Denver reported for duty in the center. Using a 50-mile range radar the controller took radar handoffs from en route controllers and vectored inbound traffic directly to runways at Stapleton, Lowry AFB and Buckley Field.

"This was a normal approach control operation with no delay or inconvenience and a safer operation to the users," Farris said. "All divisions of the FAA functioned as a close-knit team."

Tower controllers who drove the 70-mile round trip daily to and from the Denver ARTCC at Longmont were: Thomas W. Cowan, Michael L. Kelly, Paul M. Allen Jr., Bobby J. Lamkin, Charles F. Tuholski, Llewellyn O. Wilder Jr., Edward J. Holbeach, Joseph A. Turner and Layne G. Brown.

IT'S THE FIFTH FOR OAKLAND

Stacy, 6, and Shawn Evans, 4, of Fremont, Calif., check telephone wiring during open house at Oakland Center.

The Oakland Air Route Traffic Control Center at Fremont, Calif., celebrated its fifth birthday on October 17 with an open house.

Off-duty controllers and maintenance men acted as guides for the visitors and the daughters of 15 FAAers distributed brochures to the more than 1,000 people who visited the Center during the open house.

Fremont's Mayor Don Dillon praised Center personnel for their contributions to Fremont's community life and public affairs during the birthday ceremonies.

O'HARE TOWER CHIEF HAS SECRET

Daniel M. Vucurevich, the new tower chief at Chicago's O'Hare International Airport, recently appeared on the nationally televised show "To Tell the Truth," in New York City. Vucurevich's secret, "chief of the busiest tower in the world," stumped only one of the four visitors on the show. O'Hare handled 483,655 operations in FY 1965. Dan Vucurevich is a CAA/FAA veteran with 24 years of Federal service.

Ambassador Awards Service Pin To 40-Year Navy/CAA/FAA Vet

Allen D. Hulen, Deputy Assistant Administrator, Europe-Africa-Middle East, receives 40-year service pin from the U. S. Ambassador to Belgium Ridgway B. Knight.

Allen D. Hulen, Deputy Assistant Administrator, Europe-Africa-Middle East, was presented a 40-year service pin recently at ceremonies held at Brussels by the Honorable Ridgway B. Knight, United States Ambassador to Belgium.

Attending the ceremony were Mrs. Hulen and Raymond B. Maloy, Assistant Administrator, EU.

Hulen began his Government career by serving in the U. S. Navy from 1924 to 1930 as a radioman. He later joined the Department of Commerce and held many responsible positions in the communications field for almost 10 years. From November 1939 to March 1948, Hulen was with the CAA at Anchorage, Alaska, where he rose from superintendent, Airways Operation Branch to communications supervisor. Prior to his current assignment, which began in September 1963, Hulen was Director of the Alaskan Region.

RECEIVES AWARD

Dr. Mervin K. Strickler (left) displays his 1965 International Aero-Classic Aviation Progress Award to his boss, General Aviation Affairs Assistant Administrator Robert V. Reynolds.

ALASKAN REGION WEATHERS FLOODS, HIGH WINDS

Alaskan Region personnel chalked up another victory over the ravages of nature in mid-November when two flight service stations were hit by gale winds and high tides which threatened to flood both locations.

Moses Point and Unalakleet, both in FAA's Nome area, were affected by 65 knot winds that pushed water and ice chunks over dikes and barriers on the southern coast of the Seward Peninsula.

Area manager Carl L. Melton reported that FAAers and their dependents did a grand job of riding out the storm. They also kept FAA facilities in operation, repaired damage with a minimum disruption of service and even helped to evacuate 400 Eskimos whose village was flooded, Melton said.

For 72 hours during the emergency, Melton operated from a command post at Nome FSS. With community coordinators Edward C. Jones at Unalakleet and Lee H. Sarver at Moses Point, a round-the-clock watch was maintained as the flood waters inched upward toward the vital communications and electronic equipment.

At Moses Point, Sarver saved equipment when he moved it on top of a flat bed truck. Repairs were made within 24-hours when ice chunks severed a cable for voice communications on the low frequency range.

Evacuation of Unalakleet was the chief concern of community coordinator Jones, because he is also its Civil Defense Director. When water threatened to cover the only road between the village and high ground, Jones worked with Mayor Nick Riley to move all 400 of the village's Eskimo inhabitants to a nearby USAF aircraft warning site.

They were transported in FAA vehicles driven by Leo Knode, Claude Cadman and Richard Ivanoff. The final load was moved only an hour and a half before the single road was flooded.

Joseph Murray, plant mechanic, discusses evacuation ride to Elim with (from left) Mrs. Betty Davidson, wife of Ronald Davidson, ATCS; Mrs. Charlotte Schlotter, wife of Richard Schlotter, EMT, and daughter Samantha; and Mrs. Della Sarver, wife of Lee H. Sarver, Community Coordinator. Sarva is Unalakleet's Civil Defense Director.

Controllers Help Fog-Bound 'Copter Land Safely

When heavy fog closed all the airports in the Anchorage area last November, the Anchorage Air Traffic Approach facility helped an Air Force helicopter pilot in a hurry to land. On board the chopper were two injured hunters who had crashed their small aircraft on take-off from a nearby lake. Rescued by the helicopter, they were being transported to a hospital in Anchorage.

Realizing the pilot's predicament, air traffic controllers George Scott, Heiko Mansholt and Walter Burkevich, went to the roof of their building to look for breaks in the heavy fog. Spotting a small opening in the fog, they guided the helicopter by radar for eight miles to the spot where he was able to land without difficulty. The controllers contacted Elmendorf AFB Search and Rescue Coordination Center and had an ambulance waiting for the helicopter when it landed. After the injured hunters were transferred to the ambulance, the fog closed in.

USAF Capt. James W. Keel Jr., of the 5017th Operations Squadron, at Elmendorf, and his crew accepted the hospitality of the CERAP personnel until the weather cleared three hours later.

New ATC Idea For Dual Runways Nets FAAer Award

Stanley W. Dilatush, chief, Long Beach, Calif., Tower, also received an International AeroClassic's Aviation Progress Award for 1965.

Dilatush's award was for devising a new air traffic control concept for dual-runway airports. He received a plaque at the AeroClassic Awards Banquet in Palm Springs, Calif., on November 13.

Dilatush was nominated for the award by Nicholas Dallas, Long Beach Director of Aeronautics.

FAA REGAINS $142,540 TOTAL DEVELOPMENT COSTS OF CONTRACTED ITEM

A check presented to the Agency by the Wilcox Electric Company marked the first time that a civilian Agency of the Federal Government has recovered its entire development costs for an item sold to the general public.

Wilcox developed a general aviation transponder under FAA contract, and its profit from sale of the item to private users allowed the company to repay FAA $142,540—the entire development cost. The payment was made under a "recovery of development costs" clause in the Wilcox contract, a method used to recover funds used in the development of commercially saleable products.

Since 1960, when this concept was first adopted, partial recovery of development costs has been made on several contracts. The big pay-off on the system is expected under the supersonic transport program, according to Douglas L. Siegel, one of the authors of the program. Siegel, associate general counsel, Procurement Legal Division, worked out the program with John Donahue who was then an FAA contracting officer.

Practically all development under the SST program, Siegel points out, is ultimately for commercial aviation.

FAA awarded a contract to Wilcox in 1960 to develop a low-cost, lightweight transponder as a means of providing positive radar identification for general aviation aircraft.

The check was presented to Joseph D. Blatt, Associate Administrator for Development, by Robert R. Van Zant, vice president of Wilcox, and returned to the U. S. Treasury.

Joseph D. Blatt, Associate Administrator for Development, (2nd from left) holds a check for $142,540 presented to FAA by Robert R. Van Zant of Wilcox Electric Co. Others from left: Douglas L. Siegel, Associate General Counsel; Blatt; Richard C. Borden of Wilcox, FAA Marketing; Nathaniel H. Goodrich, GC; Van Zant, and Richard B. Leng, I&M Director.

VILLAGES DEDICATED

Officials dedicated the rebuilt villages of Port Lion and Old Harbor which were destroyed by the tidal wave of the 1964 earthquake. From left: Alaskan Senator E. L. Bartlett; Public Housing Commissioner Marie McGuire; Indian Affairs Commissioner Philleo Nash and FAA Alaskan Region Director George M. Gary.

'THE FAA STORY' AIRED IN LOS ANGELES AREA

"The FAA Story" was seen by more than a quarter-million people recently when it was presented over Station KCOP-TV in Los Angeles.

The panel program featuring the FAA was one of a series presented by the Los Angeles Federal Executive Board (FEB) in cooperation with KCOP-TV.

Joseph H. Tippets, Western Region Director, who is also chairman of the Los Angeles FEB, and John H. Hilton, Los Angeles area manager, were interviewed on television by program moderator Mrs. Suzy Gluck.

Highlighting FAA's air safety program, Tippets described the Agency's structure, programs and mission while Hilton outlined a typical IFR flight and explained how the Air Traffic Service operates.

FAA personnel in Washington and Oregon have also been active in Federal Executive Board work.

Recently, four Seattle area men were appointed to Northwest Federal Executive Associations.

Louis S. Yates Jr., local coordinator and chief of the Portland FSS has been appointed to the Portland Federal Council. Wilson Gillis, local coordinator and supervising inspector, Spokane GADO, is a member of the Spokane Federal Business Association. Gerald E. Coldeen, chief of the Eugene Combined Station/Tower, has been named to the Federal Business Association of Eugene, Ore. Eddie C. Crow, chief of the McChord RAPCON, is serving on the Tacoma, Wash., Federal Business Association.

Western Region Director Joseph H. Tippets and Los Angeles area manager John H. Hilton are interviewed by Mrs. Suzy Gluck of Los Angeles Television Station KCOP.

FFA Bulls Rounded-Up By FAA Cowboys Astride V8

Occasionally the acronyms FFA (Future Farmers of America) and the FAA are mixed-up in the Southwest Region because of the popularity of the youthful farmer organization.

At Houston International Airport recently the two organizations met face-to-face when the Agency literally took the bulls by the horns and roped two longhorns that had wandered onto the runway and interrupted traffic.

Two self-styled Agency cowboys riding a station wagon rounded up the animals which had escaped from an FFA livestock exhibit a few blocks from the airport.

Portable Cockpit TV, Reflector Runway Markers Tested at NAFEC

Tests in such fields as air traffic control, navigation, airports, weather and aircraft safety continue at the FAA's National Aviation Facilities Experimental Center. Some of the more interesting tests started recently were:

- The radar display of an approach control was televised into the cockpit of a plane through a portable TV receiver in the Boston area by NAFEC engineers to see if it is feasible for navigation.
- A study to test runway traction and to identify factors that affect braking and traction was started, using a Swedish braking trailer to collect information.
- Small reflective markers were set along the center line of a runway and across the runway threshold to see if they can take the place of lights when an airplane is landing with its landing lights on.
- A comparison between a supersonic transport flying direct on the airways, versus flights that have to detour around various restricted areas, was run in the air traffic simulation lab. The area being simulated was in the San Francisco area and 400 miles eastward.
- An air bag restraint system was given de-acceleration tests on the catapult and track facility. Inflation bags located on the back of a passenger seat were inflated to form a protective cushion for the passenger behind when the seat stopped quickly. On the tests, anthropomorphic dummies were used in the seats instead of passengers.

EASTERN'S ACCIDENT KIT FLOWN TO CRASH SITE

A 700-lb. portion of the Eastern Region's Accident Investigation Fly-away Kit was flown to the Cincinnati crash site in an Agency DC-4. Additional equipment was rushed to the scene in the specially equipped emergency truck #1.

Within hours after an American Airlines Boeing 727 crashed into a Kentucky hillside while making its approach to Greater Cincinnati Airport on Nov. 8, Eastern Region personnel arranged for the shipment of the FAA Accident Investigation Fly-away Kit to the crash site.

Because of the distance, a 700-lb. portion of the kit was airlifted in an FAA DC-4 from the Atlantic City FIDO and flown to Cincinnati. William Cvirko, of Kingston's accident support team, accompanied the equipment.

In addition, Eastern Region's Accident Investigation truck #1 was loaded with about a ton of additional gear and driven to the site by Norman Kusnetz and Salvatore Colosimo. The truck was parked within a hundred yards of the wreckage where direct radio and telephone contact was established immediately with Regional and Washington headquarters.

FAA, CAB and industry personnel assigned to the investigation praised the capabilities of the mobile accident kit.

WHERE ARE THEY NOW?

This is how the first CAA radar training class looked on graduation day in December 1946 from the Gilfillan Company's Radar Test Facility located near Los Angeles. Among the graduates were: from left, back row: Nelson Lock, James Noyes, Lee Best, Marvin Yost, Ralph Byrnes, John Hilton, Bart Bechtel, Victor Glickman, Fred Battle, William Morrill, William Williams, William Britton; front row: Russell Neirheim, Melvin Morrison, John Fitzgerald, Joseph Connors, Eugene Warner, Chester Rians, Arthur Ashley, Lou Leon, Edward Biber and Robert Taylor. After more than 19 years most of them are still with the FAA.

Kentucky CAP Lauds London SMS Personnel for Off-Duty Assists

Close cooperation with the Civil Air Patrol during a search for a small plane earned four FAAers the official thanks of the Kentucky Wing of CAP.

In August, a small plane was lost and unable to maintain radio contact in the Kentucky's southeastern mountains. CAP established a base of operations at the London, Ky., Airport where Systems Maintenance Sector personnel there assisted them.

During off-duty hours, SMS personnel assembled radio equipment to supplement CAP's communications and directed the installation of a communications system which now allows direct control of search planes from mission headquarters.

Standing by during the search in case of equipment failure was at least one off-duty technician. Taking turns were Robert D. Gray Jr., Millard R. Brown, Alfred Wilson and Kenneth R. Macht, all of the London, Ky., SM sector.

The plane was located several days later. All aboard had been killed on impact.

your health

VITAMINS CAN BE HARMFUL. Over-anxious parents who give children large quantities of vitamin A or D can do more harm than good.

A person who takes 40 to 50 times the amount of vitamin A needed can develop a dangerous condition known as hypervitaminosis after six to 15 months. Babies are affected more quickly. Such youngsters lose their appetites and become irritable because of itchy skin. Often their heads bulge due to a temporary increase of fluid in the brain, and hard tender lumps develop in their arms and legs making it painful to stand or walk. Vomiting, insomnia, dry skin, cracked lips and falling hair are other signs. Usually the child improves within three days after the excessive vitamin intake is stopped.

Only four to five times the amount of vitamin D needed will lead to hypervitaminosis D, causing a decrease in appetite, headache, drowsiness and nausea with vomiting or diarrhea. As soon as the person stops taking vitamin D, he returns to normal.

-and safety

WINTER SPORTS. FAAers who enjoy winter sports will have more fun and fewer accidents if they heed the following winter safety suggestions.

- Dress warmly but not to the point of getting overheated. Inner clothing should be woolen, loose-fitting and multi-layered. Outer garments should be wind-resistant.
- Have extra clothing on hand. If clothes become wet, change into dry ones as soon as possible.
- Foot gear should be large enough to allow your toes to move freely. Mittens are warmer than finger gloves.
- Protect your eyes by wearing good sun glasses.
- Protect your lips against sunburn and windburn with oil or pomade.
- Get used to the cold and your winter sports gradually.
- Travel in pairs and stay together.
- Remember that lack of experience (mixed with overconfidence), fatigue, and unfamiliar terrain are the main causes of trouble.

RETIREMENTS

Boston Area Airports Branch chief Richard Battle accepts certificate from EA Director Oscar Bakke (left).

Carl O. Bunnell, engineer, Hq., receives best retirement wishes from SRDS Deputy Director John A. Weber (right).

After 40 years in government, Richard P. Battle, Boston Area Office's Airports Branch chief, retired from the Agency on Oct. 30, 1965. Now he plans to devote more time to his favorite sport—golf.

Battle began Government service in 1923 in the Department of Commerce's Bureau of Standards as a laboratory assistant. After five years, he left to spend two years in private industry, before rejoining the Government in the Lighthouse Service.

Battle received a number of promotions during his career and served as assistant chief of the Eastern Region's Installation and Material Division before he was named to the Boston Area position.

Born in Washington, D. C., Battle attended the George Washington University. He was a member of the Institute of Radio Engineers.

Carl O. Bunnell, Systems Research and Development Service, Washington, electronic engineer, retired in November after 35 years with the CAA/FAA.

A 30-year man, Ervin Dworzack, was an air traffic control specialist at the Lihue, Kauai, Hawaii, FSS. His retirement climaxed a 19-year tour on Hawaii's island of Kauai, where he was active in community affairs. His ingenuity was noted in a personally devised plotter which has been instrumental in reducing the time needed to locate lost planes. He was a charter member of the Society of Airway Pioneers and has been known as the "grand old man of Lihue Radio." His retirement certificate was the Pacific Region's first one to bear the signature of Administrator McKee.

John A. Garrison, former chief of the Western Region's Operation Branch of the Air Traffic Division, got a musical send off on his retirement in December after 33 years of Federal service. Region employees presented him with an electric organ in Christmas wrappings.

Other retirements, in the Alaskan Region, included:

Thomas H. Ward, utilities equipment mechanic at Annette Island on November 27, with 15 years Federal service.

Donald E. Darling, mechanic leader at Gustavus, on November 19, after 28 years Federal service.

Wilburn A. Hanson, flight check pilot at Anchorage on November 30, after 19 years Federal service.

Pacific Region Director Phillip M. Swatek (left) presents retirement certificate to Ervin Dworzack, ATCS Lihue FSS.

Electric organ was Yule gift of WE employees for John A. Garrison, chief, Operations Branch, on his retirement.

FAA HOBBYISTS WIN TOP HONORS IN STATE FAIR

Five air traffic control specialists from the Albuquerque ARTCC and one from the flight service station won top honors for hobby displays in the 1965 New Mexico State Fair.

Seymour Feldman, station communicator, won the first premium in the air mail stamp division. The previous month his air mail frames took a trophy and first premium in a New Mexico-Texas philatelic competition at El Paso, making this his 25th trophy.

Donald V. Fowler, center controller, won first place in the Appaloosa costume event. His daughter, Donna, 13, placed second.

Controller Billy W. Sullivan won the first premium for the second time with a frame of arrowheads.

In the photographic competition, E. W. Northnagel, coordinator, won the grand award and a first premium for color prints and second and third ribbons for color transparencies. Robert B. Thanisch, crew chief, won second and third places for color prints. Robert E. Stanton, controller, won a second place with a color print Thanisch made from his slide.

PILOT, CONTROLLER TEAMWORK SAVE AIRCRAFT

SO Director James G. Rogers (left) congratulates ATCS Howard B. Cobb (center), Atlanta Tower, Flight Inspection pilots Paul E. Dennis (2nd from left) and Odys P. Palmer (2nd from right) after personally presenting them with letters of commendation from Administrator William F. McKee for a skillful aircraft save.

FAA Pilot Authors Book About Homebuilt Aircraft

Central Region's Engineering and Manufacturing test pilot, Evan L. Melton, is now an author too. His book, "Flight Testing for the Homebuilt," with 10 chapters and some 80 pages, is a guide for the person who builds his own airplane and puts it through the 50-hour flight test period.

The book includes data on weight and balance and its effect on performance and flight, theory of stability, taxi tests, first flight, airspeed calibration, stalls, stability testing, climb performance and engine cooling.

Melton, who conducted a flight test forum at last summer's Experimental Aircraft Association Fly-In at Rockford, Ill., said he wrote the book because pilots needed this type of information to test homebuilt airplanes.

'The Flight of The Phoenix' Filmed Near Yuma FSS

The Yuma, Ariz., FSS was the focal point recently for filming flights over the Arizona desert for the 20th Century-Fox movie, "The Flight of the Phoenix." The area was used to simulate the Sahara Desert. The planes used in the movie coordinated all their flights with the Yuma FSS during the three-week shooting session, William R. Crooks, FSS chief said.

tech talk

Water, water everywhere. There's a lot more to water than just being wet. For several reasons, it gives many Agency technicians king-size headaches. When inside pipe diameters shrink and nozzles choke up with algae, then warming devices won't warm, cooling systems don't cool and systems maintenance technicians get hot.

Heating and air-conditioning systems at each of the new air route traffic control centers and towers require thousands of gallons of water daily. Because of water problems, systems maintenance plant technicians have found it necessary to keep close tabs on the water and any possible detrimental effects of its impurities on equipment.

What do technicians look for?

- Scale: It is the result of minerals being deposited when water is heated and evaporated. The minerals and salts adhere as hard, chalk-like deposits on pipe walls.
- Sludge: This remains as a precipitate and unless removed will bake on as an adherent scale.
- Algae: These are simple forms of plant life that occur in water when exposed to sunlight. They clog pipes and stop up nozzles.
- Corrosion: This is due to electrochemical reaction.

There are many methods available to purify water but none are totally infallible. Nature seldom furnishes pure water and it is extremely costly to provide.

In an effort to solve their water problems, SMS sought the advice of the Bureau of Mines of the Department of Interior, which has a staff of recognized experts in the water testing and treatment field. The Bureau has agreed to make its services available to Regions and the arrangement is expected to provide considerable savings in the Agency's water treatment program.

Under this plan each ARTCC and tower will send water samples and background information to the Bureau which will recommend appropriate chemicals to be added to the water. Also, the Bureau will provide test kits and methods so that in-plant tests may be made to determine effectiveness of the treatment.

Periodically, a sample will be sent to the Bureau for analysis as a follow-up and also to see if the chemicals in the kit have deteriorated.

names & faces along the airways

1 Pacific Region Director Phillip M. Swatek congratulates Albert D. H. Lau (left), AF Division and Paul Moy (center), FS Division, who recently received $485 each for their joint efforts in recommending a change in the method of procurement of aviation petroleum products which resulted in considerable savings to the Agency. 2 It was back to school for Ralph C. Craig, chief of AFS-234, Jefferson, Ohio, shown here flanked by pupils attending Jefferson's elementary school, after giving a lecture-demonstration on electronics. This was Craig's second such appearance at the school and the FAAer has proved to be a big hit with the kids. 3 Pacific Region's Jerry Murphy "starred" in a coast-to-coast telecast of "Science in Action" TV show entitled "Jet Pilot." Jerry, who plays his real life role as an FAA airman certification inspector from the San Francisco International Field Office, checks out Pan Am's Captain Herb Petty during TV filming of flight. 4 Robert O. Blanchard is presented a plaque by Joseph H. Tippets (left), Western Region Director, in recognition of Blanchard's 10 years of service as chairman of the credit committee of the Western Region Credit Union. Blanchard resigned the credit union post when he became Seattle's area manager. 5 Col. Elkins Read Jr., Offutt Air Force Base, Neb., commander, presents a plaque to Center chief Harley E. Shotliff (right) for the Kansas City Center in appreciation of the Center's cooperation and service towards fulfillment of the Strategic Air Command missions. At left is former center chief George D. Smith, now chief of the Aerospace Branch. 6 Chief of the Kansas City, Mo., Telecommunications Center F. P. Gaynor (with plaque) displays special award the facility received for making

the Service B Data Interchange System a success. From left: W. J. Holtke; George Seitz; Kansas City area manager Robert I. Gale, who presented the award; Gaynor; Patrick Henry; Harold Eckel; Gloria Hodge; Pansy Cook; Leon H. Turk; Margaret Grant; Edith Arick and Ellis Moorehouse. 7 Eastern Region Director Oscar Bakke received the Northeast CAP Region's "Aviation Man of the Year" award in Atlantic City recently from Col. Edward Lyons (left), New York's CAP Wing Commander, for his continued support of CAP activities. 8 The consolidation of Houston and New Orleans Centers formed the controller team of Chan and Wong (right). The two Chinese-American controllers work together as a mission/flow control team when their rotating shifts permit. Prior to joining FAA both Chan and Wong were in Korea—Chan as a control tower operator and Wong as a B-26 pilot. 9 Southern Region's Jacksonville Center Golf Association copped some impressive trophies in their 1965 Championship Tournament. Front, from left: Douglas Black, 4th flight runnerup; Bernie Roberts, 2nd flight runnerup. Rear from left: William Cauthon, 3rd flight champion; William Henderson, 2nd flight champion; William Chapman, 1st flight champion, and Al Smith, 4th flight champion. 10 Lee E. Warren (right), Deputy Director, Western Region, receives the Federal Service Joint Crusade Honor Award in behalf of the Region from William T. Sullivan of the Employee-Management Cooperation Section. 11 Graduating class of the 1965 Administrative Management Development Program at Syracuse University. Standing, from left: William J. McGill, Lonnie D. Parrish, Professor Gross, Martha Rollins, Dean Bailey, Roe C. Kincannon, Elmer I. Williams, Leon C. Daugherty, Donald F. Herndon, Robert E. Jones, Coleman J. Archer, and James P. Chadwick. Sitting, from left: John Wichels Jr., Clayton O. Thompson, William C. Keepers, Bob A. Smith, Robert S. Pinnock, Robert E. Swanson, Philip A. Palmer, Philip E. Jemison, Robert A. McEwing and Allan E. Andrews. 12 The proud father is William G. Graham, FAA Academy, whose son Douglas was one of 13 Boy Scouts to receive Space Merit Badges in November at the Manned Spacecraft Center in Houston. Astronauts James A. McDivitt and Edward H. White made the presentation. 13 FAAPAC Toastmasters Club, during their first fall meeting held at Elliott's Chuck Wagon, installed new officers for 1966. B. David Swenson, Area Governor, Area Six, presents a gavel to newly-elected president George Wiggins (right) while outgoing president John Del Rosario (center) looks on.

personnel pipeline

MEMBERSHIPS OPEN IN MILLION DOLLAR CLUB

To become a paid-up charter member of the FAA million dollar club, it doesn't require a large bank account or a listing in the social register. All one has to do is submit a suggestion which cuts costs or improves FAA work efficiency. The Agency goal for savings during fiscal year 1966 is $1 million through the employee suggestion program. To reach the goal, it would take only one suggestion per year from each FAA employee and only half of these would have to be adopted. If a suggestion is adopted not only would an employee receive extra money for his ideas, he also would contribute to the Agency's efforts to operate more efficiently, effectively and economically.

AGENCY PERSONNEL MANAGEMENT STUDY CONTINUES

The Civil Service Commission's nationwide inspection of the Agency's personnel management practices now underway will be completed in March, and a consolidated report covering the entire Agency is due in the national Civil Service Commission office in June. The inspection, which began in October, started with selected facilities in the major metropolitan areas of each region. The Commission is looking into the entire personnel management program with emphasis on position management, position classification and management and supervisory awareness of their individual personnel management responsibilities. A similar review will be made at area offices and a final review will be made at regional offices. The inspectors use management and employee interviews, a review of policy and procedural instructions, questionnaires for both employees and supervisors and desk audits.

THE IMPACT OF REORGANIZATION

A flurry of personnel actions involving 8.6 per cent of the Agency's work force got underway last May with the sub-regional reorganization. Personnel actions totaled 3,785, including 173 promotions and 3,308 new assignments, some in other geographic areas and others to different offices in the same area. The Agency was faced with the problem of establishing offices for the newly designated areas and simultaneously reducing regional offices by 26 per cent. The success of the move is clearly evident in the low incidence of formal complaints and appeals from employees. Credit for this is given, primarily, to the fact that the Agency has a cooperative, mobile work force. Advance planning, good communication and responsiveness to hardships also played their part. Of the more than 900 people who had to be moved, one-third received the location of their first choice. Many people voluntarily took demotions to get a desired position or location. In response to personal hardships, 91 actions were delayed until June 1966 even though all area offices were operational by Oct. 3, 1965. Throughout the program, all regions operated within an Agency policy of full information to employees. Each region issued bulletins, Intercom items and question and answer papers, and full-blown briefings were conducted in many cases. The information program also extended to aviation groups, employee organizations, Civil Service Commission offices and congressmen.

TRAINING IS EVERYBODY'S BUSINESS

Changing job requirements in private industry often mean hiring specialists to handle new machines or installing processes to replace old craftsmen who have spent their most productive years with the employer.

Partly because the practice is a waste of experienced personnel and partly because technologies change faster than new employees with the required skills can be found, this practice has gradually changed. Employers now depend more and more on training programs to adapt their existing work force to changing job requirements.

If it were not for this philosophy in FAA, we might be in our fourth or fifth generation of air traffic controllers. Instead of hiring new controllers as each new piece of equipment is added, the Agency now simply establishes new training programs.

As innovations are introduced in the air traffic network, training programs in the use and maintenance of the associated new equipment are introduced. Thus, employees are adapted to the change.

The expressed objective of the Agency training program is to develop employee knowledge and skills to the point that tasks can be performed with maximum efficiency, economy and effectiveness. This means training for specific needs of tomorrow in a constantly changing technological environment. Programs must be educationally sound and economically feasible.

Each employee has a stake in the Agency training program and a clear-cut responsibility for its success, whether his role is to evaluate, prepare, recommend, administer or participate as a student.

Supervisors must identify the training needs of their employees, and they must assist and encourage them to prepare for higher responsibilities through self-development, education and study. They must also provide on-the-job training for appropriate skills, and above all, the supervisor must assure that the right man receives the right training at the right time.

The supervisor cannot carry the entire load by himself, however, each employee must assume certain obligations when he is given the opportunity for additional training. He must participate thoughtfully, actively and objectively in assigned training sessions, and he must provide sincere and frank comments to his supervisors on the quality of the training and its applicability to his job.

Each employee and each supervisor must make training a part of his job.

PACIFIC IS SPECIFIC ON SAFETY

US MISSION SAFETY 70

President Johnson's Mission Safety-70 has been launched in the Pacific Region with the declaration of an all-out war against safety hazards. PC's objective —to achieve a 30 per cent reduction in disabling injuries—has already been initiated and specific goals have been assigned all areas and groups. A comprehensive safety awards program designed to recognize outstanding achievements in safety is in progress. Its primary purpose is to foster "esprit de corps" among the employees and to encourage competition among those engaged in the wide range of industrial-type operations. **1** James A. Forsyth, safety officer, is optimistic about the region reaching its safety goal by 1970. **2** Safety conscious Daniel M. Thompson, aviation mechanic, operates a vertical sander while obeying the posted safety instructions. **3** A safety poster pointing out the importance of seat belts attracts the attention of LeRoy Henry, Takashi Ishihara and Sol Espinda. **4** Pretty Faye Inouye displays the annual Director's and the Regional Safety Trophies awarded in the Pacific Region.

Mrs. Ruth M. McMullen

It's a long way from Orange County in California to Wake Island in the mid-Pacific especially when one goes by way of Alaska. But this is the route Ruth M. McMullen followed, and she's happy now that she did. After completing nurses' training in her native Orange County, she went north to work for the Alaska Native Service. Shortly thereafter, she met Joseph J. McMullen, a communicator in the Cold Bay International Flight Service Station (IFSS). They were married in 1959, and the following year moved to Wake where both of their children were born. Now Mrs. McMullen is an FAA employee herself. She can be found almost any day in the FAA-operated dispensary on Wake administering to the sick Islanders. She also is very active in community affairs, serving as treasurer of the Wake Island Women's Club and as a Girl Scout Leader.

FAAers on the job

Homer Willess

On the island of Ta'u in the Samoan group, the natives still call him Tuilemauga (King of the Mountain), remembering the days of World War II when Homer Willess hid himself and his Navy radio station in the hills as a precaution against a Japanese invasion which never came. After leaving the military, he joined FAA as a communicator in 1947 and spent the next 10½ years in the Wake IFSS. He was then named to his present job, chief of the Guam IFSS. During his stay on Wake, former Texas farm boy Willess planted the first coconut trees on the island, brought in honey bees from Hawaii and generally did his best to make Wake a garden spot. He now has some three acres under cultivation on Guam, including a grove of more than 100 banana trees. These activities prompt many people to say, with all due respect for Willess' 18 years faithful service with FAA, that his heart really belongs to the Department of Agriculture.