FAA HORIZONS

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY FEBRUARY 1966

COVER

The Nation salutes its creative producers—the professional engineers—" this month. Gathered around Associate Administrator for Development Joseph D. Blatt is a representative group of FAA engineers who typify this ingenious group within the Agency. They are, from left: Raymond E. Spence Jr. of Systems Research and Development Service, Katherine Stinson of Flight Standards Service, Alphonso J. Barr of Airports Service, P. DeForrest McKeel of Systems Maintenance Service, Harold D. Hoekstra of Aircraft Development Service and Edward G. O'Brien of Installation and Materiel Service.

(See pages 3 to 5)

CONTENTS / FEBRUARY 1966

WILLIAM F. McKEE Administrator

DAVID D. THOMAS Deputy Administrator

CHARLES G. WARNICK Director, Office of Information Services

MARSHALL C. BENEDICT Chief, Employee Information Division

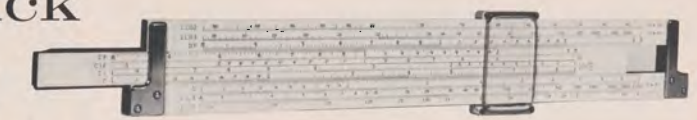
ALEXANDER F. GARVIS Editor

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.

Slip Stick Crowd HAS ITS DAY



In the areas of science and technology, the next few years will be busy with activities ranging from the exploration of the solar system to travel by supersonic transport. Behind yesterday's breakthroughs and the many scientific quests of today is the knowledge and skill of the engineering profession. And National Engineers' Week, February 20-26, is a good time to salute engineers in general, particularly the 2,800 working within the Agency.

FAA's engineers run the gamut of the profession—civil, automotive, electronic, airways, industrial, aerospace, mechanical, maintenance, safety, structural, to name a few. The National Society of Professional Engineers' theme this year, "Engineering . . . Creative Resource for Progress," is especially fitting for the Agency's engineering team. Throughout the world, wherever the FAA is at work, you'll find engineers surveying, constructing, figuring or doing something that will add to human progress.

Without engineering skills, there would be no civilization on earth today, much less the high standard of living enjoyed by most Americans.

Engineering came into being in the early days of mankind. Some primitive man discovered, probably by accident, that a sharp-edged stone could serve as a tool or a weapon. He made the first hatchet. Another found that a fallen tree served to span a stream. This was the first bridge. After what must have been painful experimentation, primitive people learned how to use and control fire to their benefit.

Modern engineering has many ramifications and refinements, all contributing to a better life and a stronger nation. Today's swift and comfortable aircraft were developed by engineers. So were the airways over which they travel. Computers that assist in air traffic control were made by engineers as are airports, buildings, VORs, ILSs and the like. You name it, and you can be sure that engineers had a hand in its construction whatever it may be.

Engineers are in the forefront of the war on disease and famine. They have had a hand in just about every physical improvement that has made life easier. Their skills have given the nation awesome military strength. Now they are probing space with rockets and satellites.

What do FAA engineers do?

Typical of any one of the 2,800 in the Agency is electronics engineer Melvin H. Holmgren, acting chief of the Electronics Branch, Airway Facilities Division, in the Alaskan Region. Holmgren, an electrical engineer graduate from Worcester Polytechnic Institute (Mass.), was formerly with the Collins Radio Company before joining the Agency.

Honored During National Engineers' Week

Typical of FAA's skilled engineering personnel are Melvin H. Holmgren (below) of FAA's Alaskan Region who designed Point Barrow and Cold Bay communications systems. Jack G. Eckhardt (right), Aeronautical Center, explains automated shipping equipment designed by him.

Western Region aircraft engineering chief Charles R. Hawks Jr. (left), accompanied by Boeing official J. B. Connelly, affixes airworthiness certificate to commercial jetliner. Pacific Region structural engineer Hing Chock Lau ponders contour map.

Engineering . . . their creative resource for progress

Holmgren designed the high-frequency air-ground communication system at Point Barrow, Alaska, and Cold Bay. No simple task, this involved new and sophisticated single side-band transmitting and receiving equipment which was new to the Alaskan Region. Holmgren handled the design competently despite lack of guidelines or equipment information and also assisted installation personnel at Point Barrow in solving problems that developed in the equipment.

Jack C. Eckhardt, FAA industrial engineer, joined the Agency in 1961 with 10 years of professional experience with the U. S. Air Force Logistics Command. At the Aeronautical Center, Oklahoma City, where he joined the FAA, Eckhardt engineered the automation of a material shipping collator and conveyor with basket delivery; a receiving collator and monorail conveyor with telescopic truck unloaders; and a tractor train system which can be programmed to any area in the warehouse for distribution of material. The system was integrated with the total warehouse setup which was planned and method-engineered by Eckhardt. He is a graduate of Iowa State University, a registered professional engineer in the state of Oklahoma and belongs to numerous professional engineering societies.

Outstanding among his fellow professionals is Charles R. Hawks Jr., chief of Western Region's Aircraft Engineering Division. Hawks saw his first aircraft shortly after the end of World War I. Hawks said, "I never doubted for a moment what my career would be after seeing that old Jennie. Designing safe and efficient aircraft seemed to me to be one of the most important things a man could do."

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

This 1935 graduate of the University of California recently received the Meritorious Service Award, the Agency's second highest honor. In presenting the award at ceremonies held in Los Angeles, Administrator William F. McKee said, "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."

For obvious reasons *HORIZONS* cannot individually mention all Agency engineers. The random sample selected for these pages is representative of all engineers in FAA.

The Agency salutes these professionals on their 16th annual celebration of National Engineers' Week. #

Engineers cover the realm of their profession in providing the facilities which give the nation the best air traffic control/air navigation system in the world. Some of the men and what they are doing:

1 *Radar engineering occupies the talents of Maurice F. Shepherd, radar project manager, Southwest Region.*

2 *Central Region's airframe engineer, William F. Anderson, applies slide rule know-how to certification of the Lear Jet Model 24.*

3 *Rex P. Merrilatt, chief of the Equipment Services Branch, FAA Depot, Aeronautical Center, earned his registered professional engineering status through excellence in his chosen profession. He has been with the Agency for nearly a quarter century.*

4 *Electrical engineer Albert A. Lupinetti at the National Aviation Facilities Experimental Center designed and built check-out equipment to test digital systems for automated air traffic control. Radar beacon developments are his specialty.*

5 *Edward M. Kelly, an FAA careerist since graduation from college in 1956, specializes in airport control tower structural engineering in FAA's Eastern Region.*

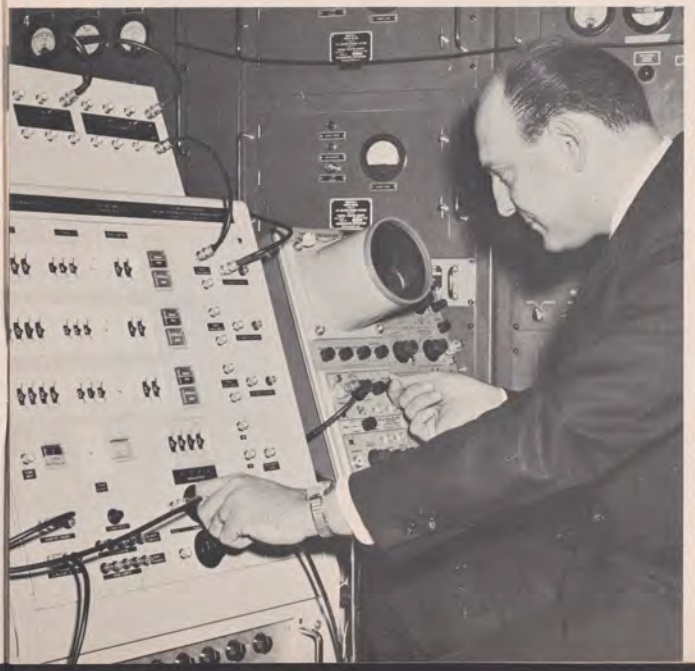
6 *James E. Wilkie, Southern Region's Spanish-speaking civil engineer, pauses in the arcade off the administrative wing of San Juan's new combined air route traffic control center/international flight service station which he guided to completion.*


1


2


3


5


4


6

A WOMAN'S WORK...

WHEN the Greek poet Sophocles wrote "A woman should be seen, not heard" some 2,400 years ago, little did he realize how wrong he was. Today, women not only are heard but they're listened to, especially when giving out information that affects the safety of thousands of air travelers.

Of 5,700 female employees—that's FAA's womanpower—92 are busy brightening up the Agency's flight service stations where they attend to the work of over-the-counter weather briefings or giving in-flight information via radio.

Southwest Region, for example, has a cross section of these lady FSS specialists. Most of them started their CAA/FAA careers in the World War II period, or began military training which eventually led to their present jobs.

A desire to serve the war effort and to get into the aviation business prompted many women to get jobs in air traffic control. Civil Service Commission recruiters, seeking to fill the gaps left by men departing for military service, looked for the best candidates in classrooms and on college campuses. While only a fraction of those recruited stayed, their work has added to FAA accomplishments.

In the first group of women trained at Fort Worth for the FSS Civil Service exam was Gertie M. Mosaly, now at Wichita Falls, Tex., FSS. With 23 years of work behind her, Miss Mosaly recalls many interesting experiences that begin with working Navy blimps by radio in south Texas during the war years. Miss Mosaly has two college degrees, both from Texas Woman's University.

Miss Sara L. Barnard of the Mineral Wells, Tex., FSS, with nearly 30 years of Federal service, is also among the senior women specialists in the Southwest Region. In 1944 she transferred from the Treasury Department to the CAA and later to flight service station duty after two years in the San Antonio Center. She also is a college graduate, with a bachelor's degree from Northwestern University.

Specialist Doris Weller, a 24-year veteran of Federal service, is typical of the flying members of this group of

▲ *Gertie M. Mosaly of the Wichita Falls, Tex., FSS, has 23 years experience. It comes in handy when she briefs pilots. Mrs. Dorothy C. Saulsberry ► who has formerly worked in the Helena, Mont., Combined Station/Tower, now works in the Albuquerque FSS. Here she is shown making a radio contact with a pilot.*

▲ *At Dallas FSS, Mrs. Hazel H. McKendrick (left) and Doris Weller have a combined total of 45 years experience.*
◄ *A former school teacher, Mrs. Naomi K. Simmons is now an FSS specialist at Alice, Tex.*
▼ *Mrs. Ola M. McDonald, a pilot, is at the Sante Fe, N.M., Combined Station/Tower.*

A secretary turned pilot, Mrs. Doris Shreve started working with the CAA in World War II. Now, she works at the El Paso, Tex., FSS.

▲ *Mrs. Nola A. Markle is at her position at the Tucumcari, N. M., FSS. She entered FAA service during the war.*
◄ *Mrs. Lee Waller, a specialist' at the Fort Worth FSS, served in a Marine Weather Squadron in World War II.*
▼ *Sara L. Barnard is shown briefing a pilot as he files a flight plan at the Mineral Wells, Tex., FSS.*

...is done at flight service stations

specialists. A pilot since 1941 and holder of a commercial license, Miss Weller is a regular participant in both national and international air races. She worked with the Department of Interior after graduating from the University of Nebraska and transferred to the CAA and air traffic work in 1944. She has been assigned to the Dallas FSS for several years.

Another Dallasite is Mrs. Hazel H. McKendrick who recently received her helicopter rating as the 85th member of the exclusive "Whirlygirl" group. Mrs. McKendrick also holds a commercial license and has a current instrument rating. She learned to fly in 1944, the same year she joined the CAA, and is a graduate of Texas Woman's University. Mrs. McKendrick participated in the last two Powder Puff Derbies.

Two tours of military duty, in World War II as a WASP pilot towing aerial targets and in the Korean conflict as an Air Force air traffic controller, have given Mrs. Ola M. McDonald the love of outside work. She is now assigned to the Sante Fe, N. M., Combined Station/Tower and is working toward a helicopter rating. She has a commercial pilot's license and is a graduate of the University of New Mexico.

The junior specialist in years of service is Mrs. Lee Waller of the Fort Worth FSS who has been with the CAA/FAA since 1957. She was assigned to a Marine weather squadron in World War II, became fascinated with flying and earned her private pilot's license in 1946. From then on, and for a brief period when she was again in military service during the Korean conflict, she has worked in communications.

Mrs. Naomi Simmons entered on duty with the CAA in 1924 after nine years as a public school teacher. After training as an aircraft communicator and duty at several locations, she came to her present station in Alice, Tex., 16 years ago. She is a graduate of Mary Hardin Baylor College.

Mrs. Nola Markle is another specialist who entered service during the war years. Formerly in Denver, she finds the busy routine of the Tucumcari, N. M., FSS very satisfying work.

Mrs. Doris Shreve became interested in flying while working at a Fort Worth flying school as a secretary. She satisfied her first impulse by learning to fly and is continued to fulfill her aviation interests at work in the El Paso, Tex., FSS. Like several of her co-workers, she started with the CAA during World War II and worked at several stations and a center before her 1959 assignment to El Paso.

Mrs. Dorothy C. Saulsberry entered on duty with the CAA after several years with the Weather Bureau because she wanted to meet the flying public. Her first assignment was at Helena, Mont., as a tower controller in a combined station/tower and later at the Albuquerque, N. M., FSS where she finds the work a pleasure.

The spirit to serve their country and aviation that first brought the woman specialists to the CAA still prevails today. Endowed with a tradition of service they helped to establish, these laudable ladies will continue to project a favorable image of the FAA to the general aviation public. #

Tunnel In The Sky

While flying over the mountains ringing Lake Tahoe, Nev., one might note a large galvanized steel passageway snaking along a narrow ridge high among the cloud-scraping Sierra peaks.

To the airline passenger, this strange "tunnel in the sky" may seem purposeless or out of place. But to FAA technicians at the Reno Airway Facilities unit office, the tunnel is literally a lifesaver. It provides the only safe, convenient access to the Lake Tahoe VOR, a facility vital to air traffic in that mountainous area.

Before the lofty passageway was built, a trip to the VOR by FAA technicians was both death-defying and hair raising, especially in winter. Winds swept the barren ridges at more than 100 mph. To get to the VOR, men had to crawl on hands and knees up a treacherous icy slope where one mis-step could send them plummeting into the yawning canyon below. Just such a dreaded accident became reality shortly before work on the tunnel was started: three men were injured on the slopes, one fatally.

Since relocation of the VOR was not feasible, a better, safer access to the facility had to be found. Western Region engineers decided a steel "tunnel in the sky" was the only answer.

The unique construction job was authorized in 1963. Actual construction got underway in June 1964 after snowdrifts more than 35 feet high had been plowed from the summer access road. At one phase of the construction, materials had to be flown in by helicopter because of early snows. Final cleanup took place early last summer.

The completed tunnel includes lighting along the entire length and a 128-step wooden stairway at a steep portion.

James A. Collins, chief of the Engineering and Construction Unit, Airway Facilities Branch, San Francisco Area Office, was project manager. The project engineer was Harold W. Rugg and Melvin Thom was resident engineer.

Now, getting to the VOR summer and winter is both safe and easy. Technicians use the Squaw Valley ski lifts to reach the 8,847-foot level of the peak. There, they enter a warm shelter hut, then proceed up the steel passageway for a distance of 450 feet. At this point the passageway goes underground and becomes a tunnel for 487 feet, terminating at a combined shelter and equipment room at the other end. At one point, the tunnel passes beneath the VOR, where an 18-foot vertical access shaft was constructed so technicians could climb into the subsurface pit housing the VOR's electronic components. They were then able to carry out electronic maintenance without once being exposed to icy blasts.

The facility is maintained by the Reno Airway Facilities Unit chief Robert C. Rhodes. The technician-in-charge of facility maintenance is Joseph W. Dunchak. Both are under the jurisdiction of the Salt Lake City Area Office.

In summer, when the access road is open to vehicular traffic, two weekly maintenance trips are made. In winter, when ski lifts and the new passageway must be utilized, only one weekly trip is made by two men. They remain overnight and return the following day.

The old days when such trips were dreaded ordeals, involving danger and exposure to extreme winter conditions, are gone forever—thanks to FAA's "tunnel in the sky." #

High in Squaw Valley, Calif., the tunnel to Tahoe VOR was readied for use during the cold, wintery months.

A DITCH IN TIME

. . . on-the-spot air-sea rescue

Flying across the ocean is no longer the great adventure it was in Lindbergh's day. Thousands now span the Atlantic annually on the same air trail blazed by the famed Lone Eagle. But to the inexperienced, soaring for hours over vast expanses of water seems dangerous. Asked why, one thought emerges—should an emergency arise, would there be anyone down there to help?

Eastern Region Headquarters in New York has good reason to dispel such fears. It was there that a plan was conceived by Director Oscar Bakke that opened up additional avenues of FAA/U.S. Coast Guard liaison and cooperation in search and rescue operations at sea. Bakke assigned several of his top level air traffic, communications and computer personnel to work with Coast Guard officials with one goal in mind—to insure that a downed aircraft, no matter where it ditched, would have on-the-spot assistance.

Bakke's interest in achieving a breakthrough in aircraft rescue operations was stirred by a briefing on the Coast Guard's Automated Merchant Vessel Report (AMVER) System. AMVER is an international maritime mutual assistance program that provides important aid to the coordination of search and rescue efforts in many of the offshore areas of the world. The Coast Guard describes AMVER this way: "Where man and machine combine to make the seas safer."

Why not the skies, too?, Bakke reasoned. With this thought, the wheels were set in motion.

One of the major problems in effecting aircraft rescues at sea has always been the inability of search and rescue vessels to reach the scene in time. Primarily this was due to a weakness in the system that gave to aircraft in distress only "possible" locations of ships and not definite locations. The result was that, almost inevitably, the aircraft rarely ditched close to a ship. Another weak link in the system was the inability of a pilot and ship to communicate with each other.

The new procedure, as agreed upon by FAA and the Coast Guard, calls for the use of a high speed computer at Coast Guard Headquarters in New York. The computer takes information via teletype circuits and maintains a continuous plot of ships participating in the AMVR system. This is done by producing Surface Pictures (SURPIC) which list vessels and their positions electronically predicted by dead reckoning to be within a specified area. It also includes the rescue capabilities of the vessels.

In an emergency situation, this is how the procedure would work:

(1) An aircraft in distress over the ocean notifies the New York Air Route Traffic Control Center through Aeronautical Radio, Inc. (a land-based radio station operated by the airlines for continuous radio control on trans-oceanic flights), or other communication network. Aircraft gives nature of distress, geographical coordinates and other pertinent data.

(2) New York then notifies the Coast Guard Search and Rescue Coordination Center of the aircraft's position and nature of the difficulty.

(3) The Coast Guard AMVER Center runs a SURPIC and relays the information obtained to the New York Center and to Coast Guard radio stations.

(4) The Coast Guard radio stations relay the position of the aircraft in distress to selected ships in the immediate vicinity. New York Center advises the aircraft of the positions of the selected ships.

(5) The ship (or ships) in the area emit a prearranged signal on an assigned frequency. The aircraft then takes an ADF bearing on the emitted signals and heads immediately to the area of the selected ship. If and when necessary, the aircraft ditches as near to the selected ship as possible.

The time saved by this operational procedure is the key to the entire program. Experience with aircraft ditchings at sea is conclusive in one respect—there is little or no chance of survival if the impact point is not made near rescue vessels. The longer the time in reaching the area, the lesser the chance for survival.

On this, the Eastern Region's chief communications duty officer Benjamin Darden, one of the chief architects of the program, says: "We feel that this program represents a major advancement in air safety. As an overseas air traveler myself, it is reassuring to know that one element of risk in transoceanic flying can be eliminated so effectively through foresight, planning and coordinated action." #

Above: Coast Guard Eastern Area Deputy Commander, Capt. Arthur W. Johnson and Eastern Region's Air Traffic Division chief Robert Martin review the vast area of the AMVER system. Right: International Field Office chief Gilbert Joynt is briefed on ship movement data cards by Lt. Comdr. Rudy Roberts. Below: Eastern Region's communication duty officer Ben Darden (right) and Commander Roberts check communications procedures at the New York ARTCC.

Coast Guardsman Gary Johnson feeds the computer a problem to locate merchant ships along the track of an aircraft in distress over the Atlantic. Observing the operation are, from left, FAA's Arthur Devlin, SRDS, Washington; Capt. James H. Schrader; Eastern Region Deputy Director Wayne Hendershot and Coast Guard Capt. Arthur Johnson.

Above: Lt. Cmdr. Robert E. Fletcher, Search and Rescue Center director, plays back a tape recording of a rescue on a monitoring console for FAAers, from left, New York Center chief James Boyle; ATD automation officer Isidore Goode and Hugh McEvoy, assistant chief, Airway Facilities Branch, New York Area Office. Left: FAAer Isidore Goode, Rear Admiral Irvin J. Stephens, Area Commander; and James Boyle watch the AMVER computer as it produces a surface picture (SURPIC) which lists the vessel and their locations.

A management intern assigned to the SVP team, Edmund V. Harnstrom (left) observes the maintenance operations of Donald Devine, Alfred Muller and Raymond Stahl in NAFEC's Aircraft Services Facility. Charles T. Wright, who has a background as a paperwork management analyst (left), questions Joseph P. Marcantonio about the repair work on an aircraft engine cowling in the NAFEC metal shop.

Staff Validation Branch staffer, James Brianas (left), whose educational background is in psychology and statistics, observes DC-7 engine maintenance being performed by Robert Dowling and James H. Sweitzer

DO IT THE EASY WAY... SVP teams offer on-the-job help

Have you ever had the feeling that too few people were assigned to your shop to get the job done efficiently? Have you questioned the effectiveness of your organization? Have you said to yourself, "Tomorrow we ought to get organized"? If you have, then FAA's Staffing Validation Program (SVP) is for you.

What is staffing validation?

The SVP is the Agency's answer for managers who want to be certain that their organization is keeping pace with today's increasing aviation activity. A team of staffing validation specialists working together try to improve the efficiency of an organization. The program has teams located in each region and center and two in Washington Headquarters.

While Agency employment is leveling off, total aviation activity is expanding rapidly. Managers have a need to know that:

- All work is done for today's augmented air traffic.
- Organizations are efficient and able to handle increased workloads.
- Staffing is adequate for mission accomplishment.

An SVP team, upon request from an office, center or region, will observe the organization in action, collect information about its operation, work with the supervisors and employees to find (where possible) improved methods and then develop staffing standards—standards defining just how many people it takes to do so much work in different functional areas.

Personnel may be added or reduced, depending upon the circumstances.

A staffing validation team is not a cut and dried unit of management analysts. Rather, it is an extremely flexible group formed according to the needs of the job. The SV Branch is made up of personnel with a wide variety of specialized educational and experience background.

The two-year-old program is a part of the Management Analysis Division of the Office of Management Services, Washington Headquarters. The division's Staffing Validation Branch, headed by Lt. Col. Kenneth G. Buglass, USAF, conducts the various studies requested by identifying or eliminating unessential missions or tasks and improving work procedures.

Here's how they go about it.

Take the Aircraft Services Facility at the National Aviation Facilities Experimental Center, Atlantic City, for example. It is a relatively new FAA operation and not everything exists as it appeared on paper during the initial planning. As a result, the Director of Flight Standards recently requested a study by the staffing validation people.

After the requirements of the study had been fully coordinated at the headquarters level, the team then went to NAFEC where they become acquainted with the operation. The orientation phase of the study lasted about four weeks. During that period the team discussed missions with supervisors, inspected methods and reviewed directives, reports —always asking themselves, "Is the work essential? Is it being done in an efficient and economical manner?"

All phases of the team's work were coordinated at the site and with Washington Headquarters to insure a thorough approach to the study.

The team found out:

- why and in what way certain work was being done.
- what problems employees had doing their work.
- where bottlenecks might occur.

After that, the team:

- eliminated, combined, rearranged, or simplified the steps to devise a smoother, and more efficient way of doing the job.
- looked at the tools, equipment and working conditions of employees to see if they could be improved.
- checked out its findings and proposed changes with the people who were actually responsible for getting the job done.
- helped the supervisor and employees install the new methods and procedures.

"Simply stated," said Col. Buglass, "after expending a considerable amount of shoe leather and hours of study, the team conducts an extensive analysis of the man-hours expended to perform the work. At its conclusion, we have a precise measurement of the units of work produced and the man-hours used in the production. All in all, you might say that the FAA's Staffing Validation Program is an objective service provided to help Agency managers put the right number of members on their work teams." #

SVP personnel gather to make out their report on the NAFEC study. From left, are Charles Flesh, Robert O'Neil, William Eagle, James Brianas, Fred Bohner, Charles Wright and Edward Harnstrom. From left, ► Kurt H. Schilling, Vincent G. Sanborn and Leonard E. Bruens discuss the staff study.

When the East Coast was darkened by a power failure communications duty officer Irving Strobing continued to do his job by lantern-light.

He Works in —

DAYLIGHT or DARKNESS

The massive power failure that blacked out much of the East Coast last November caused operations at the sprawling Kennedy International Airport complex to come to a grinding halt for about 11 hours. But at Eastern Region Headquarters, communications duty officer Irving Strobing continued to perform manfully while wondering what all the fuss was about.

Strobing, who has survived more nerve-shattering experiences than a king-sized blackout—Bataan, Corregidor and 3½ years as a Japanese prisoner of war, for instance, shrugged off working by lantern-light as mere bagatelle. On Dec. 7, 1941, Strobing was an enlisted radio operator on General MacArthur's staff and if dark days are the subject none were darker than those first days of the war. It was Pfc. Strobing who kept the world informed of the gallant but losing battle being waged by our GI's, first at Manila, then at Bataan, and finally at the island fortress of Corregidor. Strobing knew no rest as he transmitted messages in a continuous stream. And when it became apparent that surrender was inevitable, it was he who sent out the final message of Corregidor's capitulation.

Strobing and his fellow GI's who survived the terrible ordeal were taken prisoner. Eventually he was shipped to Japan where he remained a P.O.W. until the war's end. About this experience he says little, except to observe wryly that he has shunned rice ever since.

Strobing's job in the Communications Center calls for rotating shifts, which means that generally he is at his tasks evenings, early mornings or on weekends. Thus, while most of his fellow FAAers are at leisure, Strobing and others in the Agency who work in Comm Centers, are in shirtsleeves hovering over the console that provides the vital communications link between Headquarters and the Region's myriad field facilities, Area Offices and the Washington Communications Center.

During a typical 8-hour shift, Strobing may see as many as a dozen or more reports of accidents or incidents from far and wide in the Eastern Region while he is the solitary man on vigil at the Comm Center. If these reports fall into the routine category, no action is taken except to list them in the Director's "Daily Alert Bulletin" which is distributed each morning to staff chiefs and others with a "need to know." Should anything extraordinary occur, say, a major air crash or the East Coast power failure, the tempo of activities is quickened considerably. Hurried phone calls have to be made to all key personnel from the Director on down explaining the Who? What? Why? Where? and When? of the situation. Often in these cases Strobing's wakeful tones are in sharp contrast to the sleep-tinged voices at the other end of the line, but events don't always occur between 8:30 and 5 so slumber interruptions are common. The chief consideration, of course, is that 3 a.m. or not, pertinent information is disseminated quickly.

Strobing's FAA career began in 1960 as an air traffic control specialist at the Paducah, Ky., Flight Service Station. After serving four years there, he transferred to Eastern Region Headquarters which brought him near Brooklyn, his birthplace. Instead of relocating in fabled Flatbush, however, Strobing settled in Long Island so that, he says jestfully, he could hear "real boids choiping in the trees."

Strobing recently read about another FAAer in HORIZONS who noted that although his job is lonely and unheralded, it never gets dull.

"That's my job in a nutshell," he observed. #

Flight Inspection Teams Keep Vigil Around the Clock

Highly skilled technicians check reliability of navaids

THE ancient Romans, world-wise and all too aware of human frailty, had a saying, "Who will watch the watchman?" This skeptical attitude had a tendency to keep the watchman reasonably honest and on the job.

Keeping an eye on the aerial "watchmen," the 6,736 overseas and domestic air navigation aids, is a never-ending chore that keeps 757 highly skilled Agency Flight Inspection employees on the job 24-hours-a-day, every day of the week, on the ground and in the air. It's no small job, as a look at the figures will testify. There are 368,446 miles of airways, plus an additional 100,000 miles of substitute airways, in the National Airspace System. These are divided into 40,000 segments and fixes. There are also 1,698 published instrument approaches, 36 per cent of which require some revision each year.

Overseeing the flight checking of this vast, invisible, but vitally important network is the number one responsibility of the Aircraft Programs Division at Agency Headquarters in Washington. It is headed by Col. Andre Brousseau.

As early as 1927 is became apparent that aircraft would be necessary to determine the in-flight characteristics of navigation aids. Flight inspection was the answer, but progress in this direction was slow. Flight inspection was a look-see affair, comparing aural and visual cockpit readings with known landmarks. With the advent of VHF aids in 1945, a means of recording signal parameters became necessary. Still unnamed as such, the National Airspace System was taking form. New, complex, technical developments in navigation aids demanded methods and equipment to determine their reliability and accuracy.

Today the flight inspection system requires 64 planes flying out of 24 flight inspection offices covering airspace from the Atlantic to the Pacific, from the Arctic to South America. While most of these aircraft fly from United States airports, the Agency operates 10 from airports at Frankfurt, Beirut, Tokyo and Manila. In Alaska and the Hawaiian-Pacific areas, aircraft double in brass by being used as occasion demands for logistic support of remote facilities. In special cases, flight inspection planes and crews assist other nations in maintaining high standards in their air navigation aids.

Included in the fleet are two C-135 jets, seven Convair T-29s, five turboprop Convairs, four DC-4s, one C-123, four Lockheed L-749 *Constellations* and 40 DC-3s. Thirty-nine of the DC-3s in the fleet, supported by 492 people, are assigned to Regional basic flight inspection tasks in site evaluation, commissioning, fault diagnosis, periodic surveillance of approach and certain en route facilities and procedures. These aircraft primarily operate in terminal areas and within the low altitude airway structure.

Project officer Norman Heidger (left) explains the pictorial display/course line computer to Earl E. Blanchard, FID chief at the Aeronautical Center.

The flight inspection organization at the Aeronautical Center comes under the direction of Earl E. Blanchard of the National Flight Inspection Division. It is made up of three dovetailing units —Surveillance and Operations, headed by Loring G. Craymer; Flight Inspection Data, under Roy Caldwell; and Standards Development with Ernest E. Callaway as chief.

The FAA anticipated an increased use of high altitude airspace and in 1956 obtained from the Air Force two B-57s, equipped with calibrated receiving equipment and recorders, to evaluate performance and reliability of navigational aids at high altitudes. In 1960 the B-57s were replaced by the two C-135s which are in use today.

These large aircraft, with three FAA flight inspection pilots, one flight engineer and three electronic technicians in the crew, operate throughout the United States, with periodic deployment overseas. They fly at altitudes up to 45,000 feet and at speeds above 500 mph. The average flight is 3,500 miles and requires six or more hours.

The recording devices in the KC-135 can take down 72 different types of information simultaneously and continuously. Immediate corrective action is ini-

tiated in-flight to eliminate discrepancies as they are discovered. This information is radioed to air route traffic control centers which can then route traffic around the problem area. Radio messages are dispatched to electronic maintenance men on the ground for corrective action.

The five turbo-prop Convair 540s, each manned by three flight inspection pilots and two electronic technicians, operate throughout the United States in all kinds of weather. Capable of speeds up to 300 mph, the Convairs cover 1,200 miles in an average five-hour flight.

The Convairs, which contain semi-automatic flight inspection equipment (SAFI), operate on a grid system. The grid system is a pattern of straight lines superimposed across the length and breadth of the country, intersecting at specific points to form squares or grids. Flying along any grid line the flight check aircraft covers an area from 40 to 80 miles wide, collecting signals from each en route navigation aid in the area. Grid scheduling provides 360-degree information on each VOR, VORTAC and TACAN every three months.

The flight inspections by both types of aircraft are directed from the National Flight Inspection Division at Oklahoma City. After completion of each flight the data collected are converted to punched cards and then processed by the Flight Inspection Data Division. In less than a minute the past history of any station can be reviewed.

Another important facet of the flight inspection program is the work being done in standards development. The prime interest here lies in the evaluation, operational testing and developing of standards for the use and improvement of air navigation systems. The men in standards development establish criteria which field personnel use to devise instrument flight procedures for airways and airport approaches.

A recent project was the evaluation of O'Hare Airport's parallel ILS and operational tests of general aviation aircraft navigation receivers. Standards development also played a prominent role in two FAA/SAC projects involving low-altitude operation of supersonic B-58 bombers.

Although there is a limit to the airspace available, there is no limit to the imagination and the ingenuity of the men and women in flight inspection. They'll continue to do their part to fit more, bigger and faster planes into the same space, and they'll do it with increased safety. #

3 Aircraft used in flight inspection at the Aeronautical Center include the DC-3 (left) used on low level flight inspections and on such projects as testing the PD/CLC; the KC-135 which flies high altitude missions and the turbo-prop Convair which carries the greatest workload. 4 Southwest Region pilots Warren G. Howard (left) and William L. McLeod prepare for a flight inspection mission in a DC-3 from their base at Fort Worth. 5 Southwest Region electronic technician James E. Cox is typical of many throughout the FAA who monitor the accuracy of navaids as the inspection plane is flown along one of the airways. 6 Assistant operations officer Melvin D. McClendon of the Southwest Region keeps tab of all inspection aircraft in his area. 7 Southwest Region Flight Inspection Office electronic technician John D. Greer works on a map plate which will assist the inspection aircraft crew during a navaid check. 8 Data evaluation specialists Wayne Hopkins (left) and Delbert McGee of the Aeronautical Center check a computer print out for the control of semi-automatic flight inspections.

PILOTS FLY INJURED BOY TO ALASKAN HOSPITAL

A five-year-old Eskimo boy, John Washington Jr., will probably walk again without a limp, thanks to the two-man air evacuation team, bush pilot Wilfred Ryan and Jack Jefford, Alaskan Region's chief pilot.

The youngster was struck by a snow-tracked vehicle last December at the tiny village of St. Michael, located 120 miles southeast of Nome. He suffered compound fractures of his left leg. There were no doctors or hospitals in the area to care for him.

Fortunately, Ryan was in St. Michael on a bush run. He flew the boy in his ski-equipped Cessna 185 to the Unalakleet FSS, 40 miles away.

Air traffic control specialist Leo Knode, who received Ryan's radio message for medical help, contacted Jefford who was near Unalakleet en route to Anchorage.

Jefford took the boy on the FAA C-123 and was soon on his way to Anchorage.

For a while the Anchorage airports were below minimums, but a break in the weather at Elmendorf at the time of Jefford's ETA lifted the ceiling enough for the FAA crew to make a night landing.

Jack Jefford, Alaskan Region's chief pilot, receives a rewarding pat on the arm from five-year-old John Washington Jr. as he adds his name to the boy's cast.

An ambulance whisked the boy to the Alaska Native Hospital in Anchorage.

"Someone was looking after that boy," said Jefford as he and Richard B. Pastro, copilot, and Frederick E. Klouda, flight engineer, discussed the flight. "We needed the breaks for the boy's sake and we got them."

Japanese Aircraft Receive FAA Certification

Glen Welsh (right), Flight Standards engineer in the Pacific Region, presents an airworthiness certificate to Kawasaki Aircraft Co., Ltd., vice president K. Yotsumoto for the KV 107-11 Vertol helicopter to be built in Japan. John Cyrocki (seated at right) witnessed the presentation. Earlier, a certificate was awarded Mitsubishi Heavy Industries, Ltd., for the MU-2B twin, turboprop.

Private Pilot Led to Safety by NAFEC Flight Crew

An Atlantic City Flight Inspection District Office flight crew recently led a private plane pilot who was lost and running low on fuel in Pennsylvania to a safe landing.

The FAA crew, composed of Harvey Ferer, Seward G. McGinnis and Donald Wallace, said they were able to rescue the lost pilot with the aid of air traffic personnel at the Williamsport FSS, Reading, Pa., Tower and the New York ARTCC who participated in the search and vectored the FIDO plane to the aid of the lost pilot.

New Experimental and Equipment Checks Held at FAA Test Center

During the past month test and experimentation efforts at the National Aviation Facilities Experimental Center near Atlantic City covered air traffic control, navigation, airports, weather and aircraft safety.

Some of the tests were:

- Vorloc, a radio landing system that gives ILS localizer (azimuth) guidance through conventional VOR receiver-indicators, was flight tested.
- One of the latest commercial radio altimeters was checked for accuracy in flight using NAFEC's phototheodolite optical tracking system.
- Experimental electrical heaters were installed in a runway to determine how effectively they melt snow from touchdown zone lights. The heaters tested would be used to keep the lights free of snow and clearly visible to a pilot on a landing approach.
- Runway lighting tests also were continued. Coded centerline lights which give the pilot the distances were tested.
- The 13th and last of a series of Mesonet automatic weather reporting stations, surrounding the Center at various distances, was placed into operation. Purpose of this project is to see whether Mesonets can improve short range forecasting at terminal areas.
- Fire tests on the P&W JT3D-1 engine continued at the Agency's fire test tunnel located at the Naval Air Test Turbine Station in Trenton, N. J. The special test phase is scheduled to end in June.

Frank Hansel Inspects Airport On First Cuban Refugee Airlift

Frank Hansel, an FAA air carrier operations inspector from the Miami Air Carrier District Office, rode the jump seat of a Pan American Airways DC-7C on the first flight of the Cuban refugee airlift.

Hansel's job to Varadero, Cuba, was routine, even though the place and the circumstances were not. Varadero, once a favorite beach resort for American tourists, was now a Cuban refugee pickup point. He made a cursory inspection of the Varadero Airport and its navigation facilities to determine their adequacy and safety for airline operations.

During the next few months United States air carriers under contract to the Military Air Transport Service will be bringing hundreds of Cubans fleeing from communism to a new life in the U. S.

SAUNDERS, MARTIN AND HOBBS ARE NAMED TO HEAD KEY FAA POSITIONS

Arven H. Saunders

Mervyn M. Martin

G. Ward Hobbs

New appointments announced recently:

Arven H. Saunders, Deputy Director of the Bureau of National Capital Airports (BNCA), has been appointed Director;

Mervyn M. Martin, a 20-year career employee has been named Deputy Director, Systems Maintenance Service;

G. Ward Hobbs, formerly Director of BNCA, has been appointed Special Assistant to the Assistant Administrator for International Aviation Affairs.

Saunders succeeded Hobbs who moved to International Aviation and Martin suceeded Glenn E. Goudie who was named Director of SMS.

As Director of the Bureau of National Capital Airports, Saunders will be responsible for managing Dulles International and Washington National Airports. Saunders, who has 12 years of experience in airport management, has served as airport manager at Dulles International, Raleigh-Durham and Greater Cincinnati Airports.

In his new position, Hobbs will be responsible for programming and coordinating the visits of high level foreign officials coming to the United States to inspect American aviation facilities. He will also carry out special management assignments in connection with international aviation activities as well as providing airport consultation services for overseas requirements. Before coming to the Agency in 1960, Hobbs was an airline vice president, with 25 years of experience in airline operations.

Martin's FAA service began in 1946 in the Agency's Southwest Regional Headquarters, Fort Worth, Tex., where he worked both in the establishment and maintenance of air navigation facilities. He transferred to Tulsa, Okla., in 1948 to head a systems maintenance sector where he was directly responsible for the safe and reliable operation of all Agency facilities in that area. Martin returned to the Southwest Regional Headquarters in 1963 as chief of the Systems Maintenance Division. Earlier this year he transferred to Washington as chief of the Standards Division in Airports Service.

Sky High Technicians

When a new VHF/UHF direction finder was installed at Vero Beach Municipal Airport, technicians William B. Persky Jr. and Hansford V. Smith scaled it to check the commutator.

FSS CHIEF LAUDED FOR HIS WORK WITH STUDENTS

Patriotism is a dramatic subject in Malad City, Idaho, especially when it is presented by William R. Luedtke, chief of the Malad City FSS.

Luedtke's display of Nazi and Communist flags draped over the stage has such an impact on his high school audiences, Luedtke says, that they generally give him their undivided attention when he gives his talks on the American flag and the American heritage of freedom.

The program and similar work by the Malad City American Legion Post, which Luedtke has headed as its commander for a year, came to the attention of Western Region Director Joseph H. Tippets. He commended Luedtke, stating: "It always impresses me greatly and inspires me deeply when people such as yourself, with so many demands on your time and energy, contribute so much to perpetuating the hard won freedoms, rights and traditions symbolized by America's flag. I am especially proud of the fact that you, as one of the Agency's key employees, have been able to play so important a part in these endeavors."

Other FAA employees who are members of the Malad City American Legion Post are Edward E. Erickson and Max L. Fulmer of the Malad City FSS and Stephen B. Jones of the Airway Facilities Unit.

TRAINING SCHOOL HEAD NAMED

James B. Mitchell was named director last month of the Management and General Training Schools at the National Aviation Facilities Experimental Center near Atlantic City.

Mitchell, who has been in the Agency since 1957, had been assistant director of the FAA Academy for the last five years. He succeeds Richard J. Alfultis, who had been acting chief for several months and who has since returned to Washington Headquarters.

BUDGET EXPERT COMMENDED

Administrator William F. McKee (left) presents the FAA Certificate of Commendation to Francis W. Lyle (right) of the Bureau of the Budget. For the past three years, Lyle has assisted the FAA in its financial management improvement program.

Western Region Officials Work At Former World's Fair Exhibit

"Vision of Man," the Federal Government's scientific exhibit at the New York World's Fair, opened in Los Angeles recently. The exhibit, housed in the California Museum of Science and Industry at Exposition Park, was prepared by agencies involved in scientific research of man, the earth, universe, environment and future.

Los Angeles Federal Executive Board representatives, including FAA, provide career information at the exhibit on weekends.

Before the Fair, "Vision of Man," which was dedicated by President Johnson, was on display at the Smithsonian Institution. The exhibit will remain in Los Angeles until March 1966 when it will be moved to Chicago.

NAFEC GROUP ELECTS OFFICERS

NAFEC Association, the employee recreation club at the National Aviation Facilities Experimental Center, Atlantic City, elected the following officers for 1966:

Gordon K. Hull, president; John E. Jensen, vice-president; Dorothy M. McGehan, treasurer, and Geraldine B. Lieblein, Jane Gibson, Benjamin H. Sooy and Franklin T. McHugh, members at large.

ANONYMOUS CONTROLLER GETS AIR FORCE SALUTE

For a "routine" flight assist, a controller in the Albuquerque Center earned high praise from an Air Force pilot and a full page in an Air Force magazine.

Col. Jack D. Beckelman described the incident in a letter to the Albuquerque Center. *Aerospace Safety*, an Air Force publication, carried the full text of the letter in its December issue.

While flying an F-100 from Edwards AFB to Holloman AFB, Beckelman had transmitter trouble and was unable to acknowledge clearance instructions after being handed off from the Los Angeles Center to Albuquerque.

He was a little envious, he admits, when he heard the Center steering aircraft around the severe thunderstorms which were causing heavy turbulence up to his 37,000 foot altitude.

"I naturally thought my good friends in civilian flying were receiving preferential treatment," he wrote.

"At this time," Beckelman's letter continued, "a controller unknown to me, displayed what every pilot in the same circumstances appreciates. The controller stated that if I was receiving him, to so indicate by identifying on my IFF. Confirmation of communications was established, and at this time and for the duration of the flight, I received what I consider VIP treatment.

"The professionalism displayed by your controllers on this occasion makes it indeed a pleasure to fly a single place fighter with the realization that unusual occurrences in flight are readily apparent to your personnel and they handle them most expeditiously and with the full knowledge of the problems that are presented to the aircrew involved," the letter said.

"We didn't even know about it until we got the colonel's letter," Harold A. Phillips, assistant center chief said. "This sort of thing is routine and no one remembers the July 29 event."

Center chief William F. Dalton, unable to single out the helpful controller, sent a letter of appreciation to the two crews who were on duty at the time.

Aerospace Safety called Beckelman's letter a token to all controllers who ". . . are occasionally damned by pilots, but when a jock is in trouble, that voice in the earphones can be the most welcome sound he ever heard."

O'HARE FIRST WITH HALF MILLION

A TWA 727 jet rolled into the limelight on Dec. 17 as O'Hare International Airport's 500,000th operation—the largest annual airport traffic count on record. Central Region commemorated the event with a citation to the TWA crew. On hand were Air Traffic Branch chief Edward G. Basel, tower chief Daniel M. Vucurevich, TWA's Flight Engineer M. W. Perotta, Margaret Young, First Officer E. J. Bavis, Helen Fleisig, Captain R. C. Flournoy and FAA Area Manager Kirby L. Brannon. Its year end total was 519,430 flight operations.

Gob Flubs Plane Steal; Culprit Is Fingered by Alert Controller

A homesick San Diego sailor, who decided he would steal a plane and fly to his home in Florida, didn't reckon with the FAA.

The 18-year-old sailor hoisted himself over the Lindbergh Field security fence, took a plane's ignition key from the company office, then climbed into the plane parked nearby.

He taxied to the runway and called up for take-off clearance, using perfect radio procedure, according to Michael P. Dalo, the controller who handled the transmission.

"However, the sailor crossed the runway at one point without clearance," Dalo said. "I pointed that out and he acknowledged. Then I noticed he was a little erratic in getting the plane into take-off position. I brought that to his attention and he responded as any pilot might."

The erratic maneuvering of the plane, and the fact that although it was dark the plane's lights were not switched on, made Dalo suspicious. He called the owner of the plane, who called police.

When the owner and police got to the runway, the plane was still there, propellers turning. Police ordered the sailor out of the plane. Officers found a revolver concealed in the sailor's waist.

After questioning the gob, detectives said they doubted if he could really fly, but it was evident he'd been around planes a lot.

Harry Harris, general manager of the Air Oasis Company, owners of the plane, wrote to Lindbergh Tower chief Edwin E. Ray: "Your controller's call to me was probably the only thing which prevented what could have been a total fiasco, including the loss of our aircraft and injury to innocent people."

JAPANESE PRAISE U.S. TOUR

Tokyo's proposed second international airport will benefit from knowledge gained by 50 Japanese aviation experts who recently toured FAA facilities and United States airports.

The tour included visits to FAA Headquarters and facilities throughout the country, including a tour of the Los Angeles International Airport Control Tower conducted by chief Alfred B. Bush.

Tour director Y. Yagi described the Los Angeles Tower presentation as the best tour arranged in that area.

"Every schedule was carried out smoothly and satisfactorily due to your kind cooperation," Yagi wrote.

AF CITES CONTROLLER FOR RECRUITING ASSIST

John N. Denend, who started his own program of interagency cooperation several years ago, now has a commendation from the Air Force Recruiting Service to prove it.

When Denend was tower chief at Fullerton, Calif., he invited Air Force personnel who manned a recruiting office in the airport lobby to use the FAA's tower training room for recruit screening examinations.

Denend and his crew also were on hand to answer questions on career opportunities in air traffic, electronics and communications for recruits interested in these fields.

When Denend was transferred to his present assignment in the Los Angeles Area Office, the recruiting office, which had since moved to downtown Anaheim, presented him with a citation ". . . in recognition of consistent and devoted service in assisting the United States Air Force Recruiting Service . . ."

Distaff Weather Observations Come from the North

Betty Middleton (foreground) and Fay Hughes, wives of FAA employees in Fort Yukon, Alaska, use circular computers in preparing four daily weather reports.

Parka-clad Betty Middleton checks Weather Bureau barometric pressure readings daily. Mrs. Middleton is one of several Alaskan wives making weather observations

When Betty Middleton and Fay Hughes get up at 2 a.m., it is not for the baby's morning feeding. They are up to check the weather.

The two Fort Yukon, Alaska, ladies, both wives of FAA employees, are paid by the U. S. Weather Bureau to observe and report daily local weather observations. They get $1.50 for each report under the Bureau's Contract Weather Observation Program. Reports cover sky condition, visibility, barometric pressure, temperature and dew point readings at 2 and 8 a.m. and at 4 and 8 p.m. each day.

Many other wives of Agency personnel are contract observers for the Weather Bureau at remote locations throughout Alaska. Their reports are placed on tape and transmitted by teletype to weather outlets throughout Alaska.

The wives of electronics maintenance technician Truman Middleton and mechanic Sam Hughes report that they enjoy the work because of its importance to pilots in sparsely populated Alaska. They admit that sometimes it is difficult getting up at 2 a.m., especially when the wind is blowing hard and the temperature is minus 60 degrees.

Radar Reunites Controller with Brother and Friend

This is a small world when three men, long acquainted and from the same hometown but on three different aviation missions, have a reunion on radar and in the skies.

Air traffic control specialist, Richard D. Sillivan, Albuquerque ARTCC, found that two of his recent "customers" high over New Mexico were his older brother and a mutual friend from Walker Air Force Base.

The three men are from Sargent, Neb. Herbert L. Sillivan, the controller's brother, and their former neighbor, Capt. Gordon Hyde, both went into the Air Force while Controller Sillivan joined the FAA.

Recently, Controller Sillivan worked Col. Sillivan's C-135 in an aerial refueling mission with Capt. Hyde's B-52. "It was old home week," Controller Sillivan said.

AGENCY'S WEATHER INFORMATION ROLE CLARIFIED

Recent changes in weather information responsibilities shared by the Federal Aviation Agency and the Aviation Weather Service are outlined in Agency Order 7000.2. Based on an agreement between FAA and the Environmental Science Services Administration (ESSA), the order sets the stage for the Agency to assume an increasing major role in providing the aviation community with weather information through its flight service and traffic control facilities and other communications facilities. In general terms, the Weather Bureau is responsible for the *production* of aviation meteorological forecasts and warnings as a part of the National Meteorological System. The FAA is primarily responsible for the *delivery* of these specialized products to the aviation user as part of the National Airspace System. The Agency will be responsible also for the meteorological observing equipment of interest to aviation only. This includes such things as equipment for reporting runway visibility range (RVR) on active runways, duplicate wind and temperature equipment and other observing gear needed only for aviation operations. Administrator William F. McKee and Secretary of Commerce approved the FAA-ESSA agreements on Aug. 2, 1965. FAA's responsibility for determining and justifying aviation weather also was covered in the agreement. The Weather Bureau's responsibility for the meteorological standards of the aviation weather program was spelled out, as was the related research and development responsibility of each Agency. Close collaboration between FAA and ESSA in both the working and the program planning areas was stressed throughout the agreement.

RESCUE BY INVESTIGATORS

Instant rescue and accident investigation reached Minnesota crash victims when Central Region's chief air traffic investigator, Clay Hedges (right), heard their distress call while flying near International Falls with Edgar Johnson (center), and John Polkey.

Lone Visitor Makes Worland Open House a Success

When only one visitor showed up at the Wright Brothers Day Open House held at Worland, Wyo., Flight Service Station, chief H. J. Dalton was disappointed. The local paper had carried a front page announcement and radio stations made announcements of the December 17 commemoration of the Wright's Kitty Hawk flight.

Dalton rationalized that he did not expect a large crowd because local people knew that the Worland facility held open house 24 hours a day, 365 days a year. Besides, they were busy with Christmas shopping.

Any remaining disappointment faded when the name of the lone visitor became known. It was Orville Wright, a ranchhand who works on a ranch near Worland.

House Trailer Slashes Training Costs in Alaska

Training classes for Anchorage Center/RAPCON are held in this house trailer at Elmendorf Air Force Base and it saves the Agency more than $10,000 each year.

Modern training facilities available in the trailer are illustrated by Joe Britton (left) while he instructs Robert P. Kammerdiener, air traffic controller.

Training activities at the Anchorage Center/RAPCON have been centralized under one roof in a house trailer.

Previously, training and crew briefings were conducted in seven widely scattered locations throughout the Anchorage area, some 10 miles from the Elmendorf AFB where the Anchorage CERAP facility is located.

Center chief David C. Simpson said that the new trailer will save $1,200 per year in travel time for his instructors and another $9,700 annually for crew personnel who previously had to travel to the scattered annexes. Coordination between the operational and training personnel also has been simplified with the new central location.

Deadlines on GI Home Loans May Be Near for Some WW II Veterans

Q. What is the final deadline for World War II veterans desiring a GI home loan?

A. The final deadline date is July 25, 1967. However, eligibility is ending each day for individual veterans, according to a formula which adds ten years to the date of a veteran's discharge from active wartime service and then adds an additional year for each three months of such service.

Q. If a veteran who holds $10,000 worth of "J" insurance, purchased June 1, 1965, either volunteers or is called back to active duty for an indefinite period, is the insurance contract cancelled?

A. No, the insurance contract remains in force.

OUT OF GAS WITH FULL TANK

Things looked bleak recently for the pilot of a light aircraft over the Long Beach area after his engine began to cut out because the selector handle broke while the pilot was switching to a full tank.

John Lyddon, the Santa Maria, Calif. pilot, immediately contacted Long Beach Tower and reported his trouble. Craig L. Chase, departure radar controller, immediately directed the pilot to the Orange County Airport, just six miles away. After landing safely, Lyddon called Long Beach Tower and thanked the FAA "for saving me and my plane."

Agency Fire Fighters Commended For Role in Bethel Hangar Fire

FAA personnel stationed at Bethel, Alaska, were commended for their fire-fighting efforts during a fire recently in the Northern Consolidated Airlines hangar and maintenance shop.

The airline's vice-president, Wyman R. Rice, wrote to Alaskan Regional Director George M. Gary that "the FAA applied themselves effectively in combating the fire. In two hours they had the fire under control."

James Cook, air traffic control specialist at the Bethel FSS, noticed the fire and sounded the alarm. It brought FAA fire-fighting equipment manned by the Bethel Fire Department, the Weather Bureau and FAA personnel. The fire apparently started in a faulty furnace.

Denver GADO Inspector Has House Full of Good Scouts

Jack P. Ervin, general aviation operations inspector, Denver GADO, was presented the Scouter's Training Award medal and a certificate for completion of the adult scout leader's training and three years of active participation in Boy Scout units and activities.

Ervin is a troop councilman and patrol dad in North Denver's Troop 324, and a merit badge counselor for 10 separate merit badges.

One son, Jerry, 11, is a second class scout with two merit badges. The other, Jay, 15, is a Life Scout with 15 merit badges.

Medical Examiners Meet

Doctors from 17 states attended a recent FAA medical seminar at Kansas School of Medicine. Among the 230 doctors attending were, from left: Central Region Surgeon Dr. Charles W. McMillin and aviation medical examiners, Dr. Van L. Hicks of Topeka, Kans., and Dr. R. P. Noble of Alta, Iowa.

Three RAPCONS for One Price

A single radar unit at Fairbanks now provides radar approach control for three major Fairbanks, Alaska, airports—Fairbanks International, Eielson AFB and Fort Wainwright Army Air Base. The FAA-operated Fort Wainwright RAPCON was combined with the Air Force Eielson RAPCON in December saving $470,000 in new equipment costs. Participating in Eielson RAPCON transfer ceremonies were, from left: Eielson RAPCON chief Ray Van Vuren, Eielson AFS chief Andrew Billick and Air Force officers, Maj. George Twilley and Capt. Wayne Moehling, both of the 1995th AFC Sqdn.

Lions Club Work Earns FAAer Pat-on-Back from LBJ

When not at his duties as an air traffic control specialist at the San Angelo, Texas, Combined Station/Tower, John W. Schwab (See "FAAers on the Job," back cover.) might be anywhere within a 50-mile radius publicizing the work of the Texas Lions Camp for Crippled Children. Each summer several hundred handicapped children enjoy the benefits of Schwab's work at the Lions camp near Kerrville, Tex.

Recently, a fellow Texan paid tribute to Schwab in a letter which read:

"Your enthusiastic and benevolent activities on behalf of the Lions Club Crippled Children's Camp and on behalf of the many less fortunate who attend it has been brought to my attention by the Chairman of the Civil Service Commission, Mr. John Macy.

"I am proud of any citizen who, in the true American tradition, gives freely of himself to help others. Your President takes an even greater pride in acknowledging the efforts of a fellow public servant. Your example as a Federal employee and an active member of the local community demonstrates the high caliber of personnel who choose to serve the Government in the public interest.

"I take this opportunity to commend you and to extend my personal thanks to you for your humanitarian efforts and wish you and the Lions Club success with the Crippled Children's Camp."

(signed) Lyndon B. Johnson

Californian Commended for Off-Duty Instructing

William C. Russell, an electronics maintenance technician (radar) at the Mt. Laguna, Calif., joint-use radar site, was commended for his off-duty instructional work. Lt. W. M. Holdenbach, of the 751st Radar Squadron at Mt. Laguna, commended Russell in a letter to the Agency for the electronics and Morse code instruction classes he has given Mt. Laguna airmen. "As a result of Russell's unselfish endeavors, eight airmen have earned their FCC radio licenses and four are still at the site operating the base MARS (Military Affiliate Radio System). It has been a pleasure to have been associated with this dedicated, conscientious and capable FAA employee," Holdenbach said.

SINGLE ENGINE HELIO 'STALLION' IS CERTIFICATED

Helio Aircraft Corporation executives, from left: Robert L. Devine, Lynn Bollinger and Charles A. Rheinstrom beam as Eastern Region Director Oscar Bakke (second from right) presents them the **Stallion's** airworthiness certificate.

Helio Aircraft Corporation received FAA's airworthiness certificate for its new *Stallion*, a single-engine STOL aircraft, from Eastern Region Director Oscar Bakke at a LaGuardia Airport ceremony in October. In a demonstration of the *Stallion's* short takeoff capability, the turboprop aircraft became airborne in about 100 feet.

The standard configuration *Stallion* can carry 10 persons at a cruising speed of 200 mph. A military light transport version can carry 12 soldiers.

A high-wing monoplane, the *Stallion* is powered by a Pratt & Whitney PT6A-6 engine and weighs 5,100 lbs, fully loaded. Its range is 1,200 miles with wingtip tanks.

Radar Outage Time Kept to Minimum by Technicians

A prolonged shutdown of FAA radar service in Toledo, Ohio, was averted by good planning and the keen ears of airway facilities personnel.

When ominous noises and vibrations were noted in the pedestal of the ASR-4 radar antenna at the Toledo Express Airport, Toledo Airway Facilities Sector (AFS) technicians diagnosed it as a drive system failure. The AFS radar section had planned ahead and obtained a spare pedestal well in advance of the difficulty so the facility outage was held to a minimum.

Under the leadership of Toledo Airway Facilities Sector chief Arthur P. Kohn, radar chief Karl Borgelt and Donald Thurman and Hubert Cody of the Cleveland Area Office, the critical replacement was a complete success. The crew used a 100-foot crane and many tools radically different from those normally used by the Toledo team. Assisting in the parts replacement were Donald Loeliger, Charles Bohn, Richard Browder and Elra Garwood, all of the Toledo AFS.

Using a spare antenna pedestal which had been ordered in advance, Toledo AFS personnel make a speedy change.

Wink, Tex., FSS Cited by Pilot In Letter to President Johnson

The pliot of a Piper *Comanche* was so impressed with the help he received from the Wink, Tex., FSS, that he wrote a letter to President Johnson about it.

". . . the good people at the Wink FSS and the new directional finder (DF) possibly saved our lives," pilot J. H. Martin, Scottsdale, Ariz., wrote.

Martin was en route from Fort Worth to El Paso VFR on November 26 with his wife and three small sons. At Wink FSS he reported he was unable to hear any VOR signals and that the visibility was extremely poor due to blowing dust. Wink gave him a DF steer, the first emergency use of the station's new equipment. With the help of frequent steers made necessary by a 28 knot wind gusting to 50, the Martin family landed at the Wink Airport. There they were profuse in their thanks to FSS chief W. H. West and specialists Gary D. Rhymes and Claude B. Smith.

"We will never be able to thank West and his people enough for their help," Martin's letter to the President stated.

Los Angeles Tower TRACON Staff Handles Record 248 IFR Flights

"Outstanding ability and teamwork while handling extra-heavy traffic during adverse weather conditions," noted John L. Murley, Los Angeles Tower watch supervisor, who commended the tower personnel for handling a record 248 IFR operations in 180 minutes on October 12.

The hard-working crew in the TRACON room included: Eugene G. Brink, Rex H. Elwell, William C. Fitch, John J. Davies, Joe Cadero, James R. Partridge, Joseph Gibbs, Wesley C. Hamilton, Gerald W. Phillips and Norman L. Crews. Personnel on duty in the tower cab were: Robert C. Huber, Richard H. Philipps, Charles A. Moore, Howard L. Hawkins, Stanley S. Stuka, Duane E. Leggett and Charles R. King.

USAF/FAA TEAMWORK REVEALED

Close FAA/USAF cooperation is reflected in letters of appreciation received recently at the Western Region. The Redmond, Ore., FSS; the Fairchild, Wash., RAPCON, and the Seattle, Wash., Area Office were commended by the Air Force for "exceptional performance reflecting on the high standards of the FAA." The three facilities assisted the Strategic Air Command and the Air National Guard, during recent training exercises.

Elbert T. Plant (right) receives his retirement plaque from Charles Wychakinas of the New York Area Office.

Deputy Administrator David D. Thomas gives Paul F. Steiner (right) a hearty adieu for 39 years service.

Two recent Southwest Region retirees, C. I. Carpenter and H. J. Townsend (right) together served 72 years. Below: Flight Standards Service Director George S. Moore congratulates Kenneth R. Aldrich, a 31-year vet.

RETIREMENTS

The hundreds of FAA veterans who retired at the end of the year took with them thousands of years of valuable experience, much of which spans the entire history of Federal aviation.

Possibly the top man in point of service was Eastern Region's **Elbert T. Plant** who retired in November after a Federal career spanning 43 years. Plant was chief of the flight service station at the Wilkes Barre-Scranton Airport.

Paul F. Steiner, manager of Dulles International Airport, retired December 30 after 39 years Government service, 22 in airport management at Washington National and Dulles International Airports.

In the Southwest Region, **C. I. Carpenter** ended his 37-year Government career on December 30 after spending more than 30 years in Fort Worth. Both Carpenter and **Hannibal J. Townsend,** who retired from Southwest at the same time with 25 years service, started their careers as radio operators. Carpenter was chief of the Operations Branch, Airway Facilities Division, where he spearheaded engineering programs ranging from improvement of low frequency ranges to improving the stability of VHF omniranges. Townsend was cited five times during his last six years of service for top level management accomplishments associated with staffing, locating and supporting some 165 air traffic facilities.

Glen H. Neitzert, civil engineer in the Airway Facilities Branch, Western Region, ended 28 years Government service on November 20. During an engineering career which spanned 42½ years, he worked in the South Pacific, Turkey, Morocco, Germany, Spain, Afghanistan and Alaska. While in Alaska, from 1928 to 1946, his jobs ranged from gold miner to CAA District Engineer.

Kenneth R. Aldrich, who retired in Washington in December, was among the first group of CAA inspectors hired in 1938 when the CAA was formed. He is credited with establishing the first supervisory training course for Flight Standards.

Pacific Region reported the retirements of **Alexander A. Fisher Sr.,** a veteran of 23 years on Canton Island; **Clemente Tavanlar,** electronics maintenance technician, 30 years, and **Clinton Casscells** who reached the mandatory age of 70.

Retiring from La Crosse, Wisc., FSS, were **Marion L. Allen** and **Milot T. Novotny** both with 28 years service.

Other retirees in Alaska were: **Gerald W. Howard,** supervisory airways engineer at Anchorage, on December 30 after 38 years Federal service; **Jacob A. Holzenberg,** area manager at Big Delta, on December 16 after 32 years Federal service; **James F. McKone,** equipment specialist at Anchorage, on December 30 after 25 years Federal service; **Carl J. Bassler,** regional appraisal officer at Anchorage, on December 30, after 34 years Federal service.

Harold G. Sumner presents certificates to Milo T. Novotny (center) and Marion L. Allen of the Central Region.

At the Pacific Region, Director Phillip M. Swatek presents retirement certificates to, from left: Alexander A. Fisher Sr., Clemente Tavanlar and Clinton Casscells who retired after extended Federal government service.

your health

PETS SHOULD BE VACCINATED. Diseases of animals that may be transmitted to man are called zoonoses. Aristotle described one such disease over 2,000 years ago as being caused by the bite of an infected animal—rabies.

Rabies is caused by a virus which is transferred by infected saliva into an open wound or skin lesion.

The rabies virus has been detected in 28 animal species, among them foxes, squirrels, bats, skunks, cats, dogs, raccoons and barnyard animals.

In 1964 the number of laboratory-confirmed cases of rabies reported in the United States was 4,784, an increase of 800 over 1963. However, dog rabies cases declined sharply in 1964 to an all-time low of 409 cases. Ten years ago 4,083 dog cases were reported, comprising about 56 per cent of all cases that year in the United States. This sharp decline in dog rabies cases points up the value and efficiency of rabies vaccination programs. All pet owners should have their animals (cats, dogs, squirrels, skunks, etc.) vaccinated.

-and safety

CHECK YOUR CLOTHES DRYER. Serious home fires start in clothes dryers when the vent, heating unit or lint catcher becomes clogged with lint. Regular checking and cleaning of lint-catching places in the dryer or normal preventive maintenance is essential to safety. Also, remember never put any item containing foam rubber in your dryer. Pads, pillows, toys and other products made of foam rubber are highly combustible.

BEWARE THE WINTER KILLER. Three couples were found dead in an automobile stuck in the mud recently. Police said carbon monoxide poisoning was the cause of the deaths. This invisible, odorless killer, found in every engine's exhaust, claims most of its victims during winter weather. When car windows are kept closed, the slightest exhaust leak could prove fatal. Take the hint, now. Make sure the exhaust system of your car is in perfect condition or, if in doubt, keep a window open slightly.

SPECIALIST'S KEEN EAR SAVES CRASH VICTIMS

Alertness on the part of specialist George P. Allen of Bellingham, Wash., FSS helped save four people aboard a plane that crashed into a British Columbia mountainside recently.

A Canadian civil aircraft pilot reported hearing an aircraft calling "Mayday" and quoted the pilot as saying he had just "crashed on a mountain near Toledo." Allen, who monitored the conversation between Seattle and Vancouver ARTCCs, checked the Bellingham sectional aeronautical chart but was unable to find a Toledo on the chart. He noted, however, the similarity between the sound of Mt. Lago and the name Toledo.

Allen interrupted the interphone conversation between the two centers and advised them of the similarity of the names and possible misunderstanding of the intercepted call.

As a result of Allen's call, the Seattle ARTCC vectored a search aircraft to Mt. Lago area and the wrecked airplane was found soon afterward. A helicopter brought the four crash survivors out.

Fred S. McKnight, chief of the Seattle Area Air Traffic Branch, sent Allen a letter of commendation, stating: "The alertness and initiative you displayed is commendable. It undoubtedly contributed substantially to the successful conclusion of this search."

Maui Boasts Indoor Micro-wave Antenna

Pointing to a plastic "picture window" in Kahului Airport's combined station-tower through which Pacific Region's only indoor micro-wave dish antenna beams it signal to an air/ground station on 10,023-foot Mt. Haleakala, is Charles Miesel, Airway Facilities chief, Maui, with EMT Suetoshi Tamanaha.

Joplin FSS Specialist Is Recognized by AOPA

Arthur D. Woodin of the Joplin, Mo., FSS recently was presented the Aircraft Owners and Pilots Association Meritorious Award for Outstanding Flight Assistance to General Aviation.

Woodin assisted a VFR pilot to a safe landing at Joplin after the pilot got caught on top of the overcast. After asking the pilot to make several VOR station readings from his airplane, Woodin used the information to determine his position and to guide the pilot to safety by using dead reckoning navigation. The pilot said Woodin saved him and his aircraft from certain disaster. The AOPA award is presented to an FSS specialist for his assistance to general aviation pilots.

Search for Safety at NAFEC

Behind the scenes of a helicopter emergency landing experiment at NAFEC, Robert Wein (seated), electronics engineer, and technicians Donald T. Kelly and Roland J. Sanford set up the sensing and recording system used in the tests.

Western Radio Operators Ham It Up and Have Fun

Ham radio operators in FAA's Western Region have turned their hobby into a vital back-up system for Agency emergency communications.

The Western Region Emergency Communications Network is made up of FAA employees in amateur radio clubs in Los Angeles, San Francisco, Seattle, Salt Lake City, Denver and Phoenix. The network provides additional fast, reliable communication during emergencies.

The Western Region ham operators do the radio work on their own time. They also provide some of their own equipment. Several pieces of surplus equipment were donated by the Agency for club use.

The control station for the region's network is the Los Angeles Amateur Station, WB6LKL, located in the FAA hangar at the Los Angeles International Airport.

Organized in June 1964 by James Joubert, the club now operates a regular emergency communications net schedule on amateur frequencies. FAA frequencies will be assigned for emergency use under current plans.

A rotating directional antenna donated by the Los Angeles Civilair group permits pinpoint communication to any point on earth. Puerto Rico and Hawaii have been contacted by the station, and, during the Dominican crisis, a phone patch was made between the home of Charles Conroy of the Los Angeles Area Office and his son who was serving with the Armed Forces in the Dominican Republic.

The station has two operating positions, one for novice operators which has a crystal controlled transmitter and receiver on 80, 40 and 15 meters, and another which uses a 300-watt transceiver provided by FAA.

James Joubert said the club provides a number of services. "We train new club members so they can get their amateur licenses," he said. "Also, licensed hams can maintain their proficiency and simultaneously establish an emergency communications system for the Agency."

British Radio Buffs Like Radio Club's Magazine

The Aeronautical Center Amateur Radio Club magazine has received international mention in a recent issue of England's *Short Wave* Magazine.

The October 1965 issue of the British ham publication stated in a column titled "Overseas Clubs" that: "*Collector and Emitter* is a publication in which we find something of unusual interest."

The magazine mentioned is the official organ of the Aeronautical Center's radio club.

tech talk

USE OF OFF-AIRWAYS AIRSPACE

Many people raise their eyebrows skeptically when they hear a reference made to the "crowded sky." Certain airways and terminals at particular times are unquestionably crowded, but there is a lot of airspace that is rarely used because it is off-airways. All controlled aircraft fly on airways established between navigational facilities, usually VORTACs.

Why not chart more airways, then?

It just isn't that easy. Most people want to go from point A to point B in the shortest distance. And the shortest distance is a straight line, so almost everyone wants to use it.

There is a way, however, to make a lot of that off-airways airspace usable. Navigation technicians have been working equipment called Pictorial Display/Course Line Computer (PD/CLC).

This actually is two separate systems which can be used independently or in association with each other.

A pictorial display is merely a chart of a selected area with a "bug" representing the aircraft driven across it electronically. The drive is coupled to the VORTAC receiver and responds to the radio signal variations.

A course line computer is just that—a small airborne computer that accepts VORTAC signals and displays course information to the pilot on instruments mounted in the cockpit. Its advantage is that the VOR ground station can be displaced, in effect, from its actual location to another set of coordinates. It sets up a so-called "phantom" station so a pilot can fly a course parallel to any established airway, or in fact, establish his own airway.

Why aren't we using it?

The equipment is expensive. But in spite of the cost, it also is necessary to determine how best to use the system and, most of all, to make sure more problems are not created by its use.

A test and evaluation program recently completed at NAFEC checked out the potentialities of pictorial displays, course-line computers and a combination of the two for providing area navigation throughout the coverage volume of VORTAC stations. Tests conducted by simulation and actual flights, including one long-distance round trip between Atlantic City, New York, and W. Palm Beach, Fla., showed that PD/CLC can be used successfully and advantageously in off-airways space.

NAMES & FACES

1 *Southwest Region FAA Club treasurer Beth Gorham presents Castleberry High School drum major Fred Caison $200 to help cover the band's Rose Bowl expenses.*
2 *Western Region Public Affairs officer Eugene S. Kropf was named president of Alpha Eta Rho, an international aviation fraternity.*
3 *Pacific Region golfing enthusiasts elected Betty Roth (seated) as president of their new FAA Golf Club. Also elected were, from left: Edward Warner, secretary; Harry Kuwaye, treasurer; John Vaughan, vice president; and Alan Burton, tournament committee chairman.*
4 *It isn't often that an ATCS can work at a station which bears his name. Arthur W. L. Moses has worked at the remote western Alaskan Moses Point FSS since November.*
5 *Sailplaning has become very popular in Heber, Utah. Salt Lake City area office manager Vaughn M. Clayton (in cockpit) soloed after receiving a preflight check from Flight Standards assistant branch chief Arthur E. Romaine.*
6 *Scout leaders and Plainview, Tex., Tower controllers, Robert A. Frink (left) and Raymond C. Satterwhite give a lift to the area's 1,500th recruit, Charles Benson.*

7 *Air traffic controller Leo Kelly of the Hyannis, Mass., Tower, stands proudly on the wing of his 1934 staggerwing Beechcraft which he restored after three arduous years' work.*
8 *Miss Demeanor's Dainty Dribblers, all NAFEC controllers in disguise, opposed the Center's women employees in a charity basketball game which netted toys for Atlantic City's poor children. NAFEC Director Jack G. Webb and public affairs officer Edwin L. Shoop were referees.*
9 *Richmond, Va., GADO chief H. B. Gowin presents certificates and cash to two aides, Dorothy Dyer and Shirley DeMarco.*
10 *Digging in at the ground breaking for new FAA offices at Oakland and International Airport are, from left: Port Commissioner George J. Vukasin, Port Executive Director Benjamin E. Nutter, FAA San Francisco Area Manager Hervey E. Aldridge and Airport Manager Donald D. Hext.*
11 *Fred W. Bell (left), an electronic maintenance technician at the San Angelo AFS, received the Jaycee's Distinguished Service Award for his contributions to the general community welfare. Bell, who headed the city's Cystic Fibrosis chapter, receives the award from Texas Governor John Connally.*
12 *Robert W. Crow (left) of the Kansas City area office Airway Facilities Branch receives the Bonzer Chapter Toastmasters International charter from James H. Wahlen.*

personnel pipeline

GUIDE TO ETHICAL CONDUCT

Individual copies of the Agency's regulations on ethical conduct will be provided to each FAA employee in the near future for ready reference. The new regulations, now under review by the Civil Service Commission, state the Agency's program for implementing policies prescribed by Executive Order 11222 and the Civil Service Commission's Federal Personnel Manual. As required by the Executive Order, the FAA developed its own program, with the CSC manual as a guide, to meet its own special situations. The FAA's program includes, in addition to providing individual copies of the regulations, the establishment of an advisory and guidance service for the interpretation of Government policies as they apply to situations within the Agency. The Administrator has designated FAA General Counsel Nathaniel H. Goodrich to be Agency Counselor. Deputy counselors will be named in regions, centers and in Washington Headquarters. Under the proposed program, certain employees must submit statements of outside employment and financial interests. The confidential statements will disclose such information as the employment or financial interests held in other organizations, debts beyond those incurred for normal household expenses and home purchase, and real estate interests other than one's personal residence. Similar information must be disclosed for the spouse, minor children and other members of the employee's immediate household.

READY RESERVE OR STANDBY?

When must a key Federal employee who is in a military reserve program be available for active military duty? This question is clarified in the revised Agency Order 3300.4 to be issued soon. One of the changes in the order describes the difference between limited emergencies and national emergencies or war, and explains a reservist's availability for active duty. A ready reservist must be available for active duty in any type of limited emergency ranging from the Korean, Berlin, Cuban and Vietnam crises up to major war situations. The President may declare a limited emergency and authorize the Department of Defense to call ready reservists to active duty. Standby reservists can be called only after Congress has approved the declaration of a national emergency. Each key civilian reservist must notify his personnel office on FAA Form 2580 when his military status changes. The Agency must, in turn, submit a list to Department of Defense annually naming the key civilians who are in ready reserve status.

CONSOLIDATED APPRAISAL PROGRAM ADOPTED

Successful tests in the Southwest and Pacific Regions and the Aeronautical Center have led to the introduction of a consolidated employee appraisal program. Under the new plan, each employee will be appraised annually at the same time his performance is rated. The program will provide information for possible within-grade salary increases, merit promotions, training requirements and recognition and awards. The six-month field tests endorsed enthusiastically the single appraisal concept and concluded that the program served as a meaningful evaluation of an employee's overall performance and needs.

TRAINING FOR ON-THE-JOB TRAINERS

More effective on-the-job training is the aim of a new course for supervisors announced recently through Agency Notice 3105.1. The training will be offered in three options: (1) at the FAA Academy, (2) at selected field locations by Academy instructors, and (3) at still other field sites by field personnel who have completed the Academy's course on the subject. Graduates of the course will be equipped to identify the training needs of their employees which can be met more effectively through on-the-job training and to plan and conduct the required training.

CHANGES TO SIMPLIFY SYSTEM

Prevention of employee dissatisfaction before it develops into a formal grievance is one of the chief aims of changes now being considered for the Agency's grievance and appeal systems. Comments on the proposed changes were invited from employees in a recent issue of *Intercom*.

The record of the present system during its three and a half years of operation indicates that the basic system is sound. The appeal rate among FAA employees during fiscal year 1965 was only five per 10,000 employees, compared to the Government-wide rate of nine per 10,000. During the fiscal years 1964 and 1965, there were 64 appeals and grievances decided. Fourteen of these were in favor of employees. No change is anticipated in the method of appealing discharges, demotions and suspensions of more than 30 days.

Experience has shown, however, that the handling of suspensions of 30 days and less, and other employee dissatisfactions, needs to be simplified.

In order to simplify the system, the proposed changes emphasize the need for solution of potential problems through informal discussions between the employee and his first and second line supervisors. Those dissatisfactions which cannot be solved informally will be settled through the formal grievance system.

The first step in the formal system is a written statement of the dissatisfaction from the employee to his supervisor. The supervisor replies to the employee in writing.

Step two follows if the employee is dissatisfied with the supervisor's written reply. He asks that the matter be settled by the responsible regional or center director or head of office or service. (This step also will be used to request reconsideration of suspension of 30 days or less.)

When grievances reach this stage under the proposed system, grievance inquiries would be conducted by Agency officials appointed by the appropriate regional or center director or the manager of Headquarters Operations. At the option of these officials, inquiries will be conducted through individual interviews, by a hearing, or a combination of both. The employee and his designated representative, if any, will have the opportunity to make a personal presentation to the grievance examiner prior to the final Agency decision. The examiner will report his findings and recommendations to the responsible authority for final decision. Employees receive a decision in writing.

10:24 Liftoff FAA helipad

10:26 En route to National

11:21 Leaves JFK in 'copter

PAD TO PAD — ONE HOUR THREE MINUTES

"This," Administrator William F. McKee told an aviation group in New York, "is truly the transportation of the future: Downtown to downtown by air!" He was referring to his commuting trip from the helipad atop FAA Headquarters in Washington to the Pan Am Building in Manhattan—total elapsed time one hour and three minutes. His trip may portend good things for the future of air travel when busy executives can fly literally from desk to desk hundreds of miles away without the frustrations of surface traffic jams and rush hour bottlenecks. The Administrator left his desk and headed for the rooftop helipad atop the FAA Headquarters in Washington. At **10:24** a.m. his 'copter lifted off the FAA Headquarters helipad. At **10:26** a.m. he was en route to Washington National Airport three miles and four minutes away. He arrived at **10:28** a.m. He boarded the FAA *JetStar* and departed Washington National at **10:36** a.m. for a 38-minute trip to John F. Kennedy International Airport. At **11:14** a.m. Administrator McKee's jet landed at JFK. **11:21** Lift off in a N. Y. Airways helicopter for a flight to Manhattan. **11:26** a.m. The helicopter headed for Pan Am Building helipad. **11:27** a.m. McKee climbs out of 'copter on the Pan Am Building, one hour and three minutes, pad to pad. The flight heralded the start of a new helicopter service between the Pan Am Building and the John F. Kennedy International Airport. The new service officially began in December.

11:26 Nears Touchdown at Pan Am

11:27 Departs from 'copter

Judy Plechus

The pleasant smile on this attractive young lady belongs to Judy Plechus, a human factors technician in the Aviation Medical Division, Southwest Region Headquarters, where she collects the facts on all general aviation aircraft accidents that occur in the region. Judy compiles the data on accidents by contacting doctors when necessary and by occasionally assisting administratively at the accident scene. Also, she keeps tabs on some 700 designated aviation medical examiners in the region, reviews their files, keeps them supplied with necessary forms and takes part in AME training seminars.

A four-year veteran with FAA, Judy started on the ground floor of accident investigation data gathering shortly after transferring to the Aviation Medical Division. Despite her busy schedule, she has co-authored an article published in the September issue of the *Texas State Journal of Medicine*. Currently, she is working toward a private pilot's license.

FAAers on the job

John W. Schwab

High in the hills overlooking the peaceful Guadalupe River valley near Kerrville, the Texas Lions Camp for Crippled Children opens its doors each summer to more than 700 blind, deaf, mute and crippled boys and girls. A man who helps make this possible, at no cost to the children, is John W. Schwab, air traffic control specialist at the San Angelo, Tex., Combined Station/Tower. Serving his second term as a director of his Lions Club district, Schwab publicizes the work of the camp by making speeches and showing films to civic clubs, churches and other organizations within a 50 mile radius of San Angelo.

Schwab started his Government career with the CAA in 1942 as a communications operator and later spent two years with the U.S. Navy as a flight control specialist. After his military service he went to Yokum, Tex., Flight Service Station and in 1956 to his present assignment. "Helping these children," said Schwab, "is a rewarding job and I feel that I am contributing to my club, city and state by giving my spare time."