


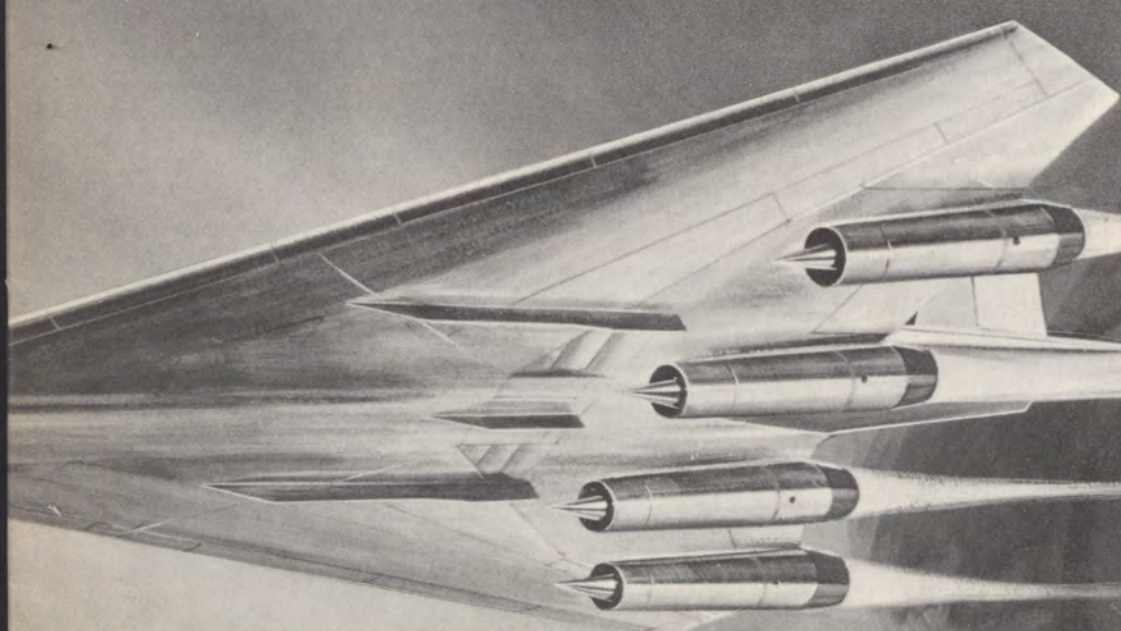
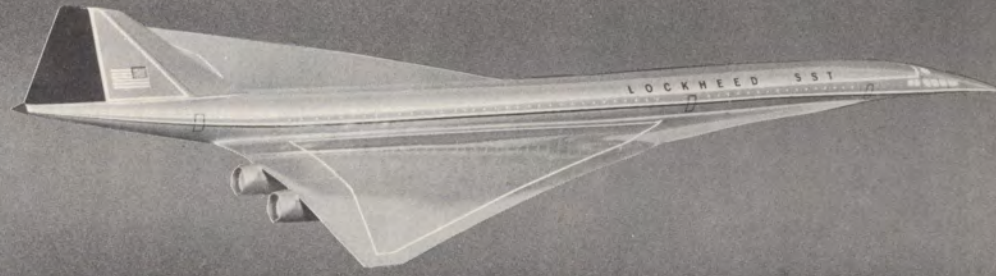
FAA *HORIZONS*

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY / JULY 1966

LOCKHEED SST



LOCKHEED SST



**SPECIAL
WESTERN REGION
ISSUE**

Producers of the
World's Air Transport Fleet
and now . . . the SST.

**SPECIAL
WESTERN REGION
ISSUE**

Articles for this special issue of FAA HORIZONS were prepared by the Region's Public Affairs Office—Eugene S. Kropf, Public Affairs Officer, and his assistant, Clifford Cernick. Photographs were furnished through the courtesy of various aircraft companies and by A. F. Garvis of the HORIZONS staff.



COVER

The bulk of the world's air transport fleet has been assembled in the Western Region's coastal states. Today, two aircraft manufacturers, Boeing and Lockheed, are working on the plane of the future—the Supersonic Transport. (See pages 4 to 8).

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FOR EXCELLENCE!

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Covered Wagons to SSTs



Joseph H. Tippets, Director, Western Region

Contrasts in geography, industry, commerce and culture make the Western United States a unique and vital segment of our nation.

Western Region topography encompasses the nation's highest and lowest terrain. It takes in much of the nation's remaining forest and wilderness areas. At the same time it embraces one of the country's most heavily populated and fastest growing states. It includes areas having almost continuous rainfall and areas devoid of moisture. Land masses are both "peaky" and high, and below sea level.

Aeronautical activities in the Western Region reflect similar dramatic contrasts. Most of the world's jet transports are born here—at the same time helicopters with their unusual characteristics and use are manufactured here. A variety of supersonic military aircraft are built and flown in western skies and will soon be joined by the prototypes of the supersonic transport (SST). These same skies are occupied by 25 per cent of the nation's private and executive aircraft fleet.

The West also has a diversity of pilot types. Such flying notables as Jimmy Stewart, Bob Cummings and Danny Kaye offer a contrast with the many bush pilots, trappers and prospectors.

The FAA's Western Region is affected by these contrasts. Our work with manufacturers, air carriers, general aviation and military commands is geared to meet the needs of these interesting contrasts.

Western airports are exceedingly diverse in size and location. Some serve huge metropolitan areas with their ribbons of freeways and bridges. Others are found in the wilderness where the quiet beauty of isolation and nature still prevails.

Our airway and air traffic control systems dramatically reflect FAA's ability to meet national aeronautical needs, notwithstanding the contrasts of geography and weather.

Mountaintop radars and other safety facilities must operate around the clock. Extreme subzero temperatures, accompanied by deep drifting snow, are not uncommon. Heat in excess of 100 degrees, too, is frequently experienced in desert areas. Access roads, engineered and constructed in rugged terrain, must provide year 'round access to these vital facilities, notwithstanding avalanche and flood hazards.

The Western Region takes pride in its role on the FAA team, which serves the nation and contributes to air safety, national defense and international relations. We look forward to the continuing progress and importance of aviation in our national picture and to the challenge it presents. We are proud to be engaged in these necessary and vital activities.



World's Air Transport Producers

The area from north to south between Seattle and San Diego represents the free world's most prodigious aerospace belt. The bulk of the world's airliners are assembled in the FAA's Western Region at the plants of the aircraft manufacturing giants. The Region's Aircraft Engineering Division, with its District Offices and five separate branches, monitors each phase of design and production. 1 Richard J. Bowers, the supervising inspector of the Division's Long Beach District Office, focuses his trained eyes on a complex locking mechanism on a DC-9. 2 His counterpart in San Diego's AEDO is Michael Brega (left) who crouches with FAA manufacturing engineer, Joseph H. Creighton, and Rohr Inc.'s Dave Rumsey to get a better look at the aft fuselage of a Boeing 707. 3 At the Douglas plant FAA inspectors check out the DC-8 in its final assembly phase.

4 At Regional Headquarters, Aircraft Engineering Division chiefs confer with their division head, Charles R. Hawks (seated, center). Standing behind him is Richard F. Bache, chief of the Propulsion Branch (left) and Walter Spelman, chief of the Systems and Equipment Branch. Seated are Rocco L. Lippis, assistant division chief (left), Hawks and George D. Bogert, chief, Airframe Branch.

5 Mock-up of a helicopter now in the process of type certification is checked by FAA's inspector Glendon Hall of the Burbank AEDO (right), and Lockheed's Henry C. Keiser, and Lockheed's Henry C. Keiser, 6 Hall, and Mel L. Beuter (right), his supervisor, are dwarfed by the landing gear of Lockheed's proposed SST.



FROM a runway on a secret military testing base, the aircraft lifted its wheels and streaked into the sky. It was the maiden flight of America's first jet-propelled aircraft. The experimental site was in northern California, 24 years ago.

Twelve years later, in another Western state, the first jet designed for commercial use was rolled out at Boeing's plant in Renton, Wash., marking another aeronautical turning point.

Today, in wind tunnels and test facilities near Seattle, Burbank and San Francisco, aeronautical researchers are exploring the designs of the first supersonic transport which will carry tomorrow's passengers three times faster than the speed of sound.

The West Coast might not monopolize aviation "firsts," but the 1,300 miles separating Seattle from San Diego represent the free world's most prodigious aerospace belt, in which almost half of the industry's employees are concentrated. According to recent figures of the Aerospace Industries Association, the United States produces nearly 75 percent of the world's airliners. Since most of the airframe companies are located on the West Coast, the bulk of the world's aircraft are assembled in the FAA's Western Region.

The impact of aviation's cascading

technology is being felt profoundly by the 7,000 employees of the Western Region, and perhaps most immediately, by the small staff comprising the Aircraft Engineering Division headed by Charles R. Hawks. On the shoulders of FAA engineers, inspectors and test pilots rests the responsibility of assuring that all new airplanes produced within the Region's jurisdiction are airworthy. One realizes the volume of this activity when noting that the area includes major production plants of Boeing, Convair, Douglas, Hughes, Lockheed and North American.

Hawks himself has been the spearhead of so many safety innovations for transport aircraft that two years ago he was the Agency's nominee for the coveted Laura Taber Barbour Air Safety Award in 1964. He has infused the same concern for safety in his staff of 150.

The Division's work is so far-reaching—both geographically and functionally—that it is organized into five branches, some with their own respective field offices. The three units which work side-by-side with the aircraft manufacturers during the preliminary design stages are the Airframe, Propulsion, and Systems and Equipment Branches, whose chiefs are George R. Bogert, R. F. Bache, and Walter B. Spelman, respectively. Their



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World's Air Transport Producers/continued

engineers assure that all proposals meet FAA's high standards. When these criteria are not met, the engineers express an "area of concern" to the manufacturer. Recently, for example, an AED engineer spotted a slight computation error which resulted in the redesign of the entire fuselage.

Once the design proposal has been approved by FAA, Thomas J. Butters and the members of his Manufacturing and Inspection Branch monitor the manufacturer's production system. Their primary concern is with the plant's own inspection system and FAA's well-trained, watchful eyes provide the manufacturer with a built-in surveillance program. AED manufacturing inspectors are able to keep tab on every phase of the complex production process through a system of designees, who, though on the company payroll, conduct evaluations on behalf of FAA.

But evaluations of systems are a means, not an end in itself. A malfunction in the production process may be dangerous, but not as critical, perhaps, as a flaw in the hardware itself. Manufacturers, as concerned with quality as FAA, put the components through intensive and rigorous tests. But the ultimate question is: will they fly?

FAA test pilots soon find out. The men in Roy E. Peterson's Flight Test Branch are pilots and engineers who show no timidity or mercy as they sub-

1 Unusually-shaped Super Guppy was certificated in the Western Region. 2 FAA inspector Elmore J. Huttenmaier checks specs inside a 727 cockpit at Boeing plant.

3 This Boeing 727 is to join FAA's fleet in fall. 4 When Director Tippetts handed the FAA type certificate to Board Chairman Donald W. Douglas,

it cleared the way for the commercial operation of the DC-9 twin-jet. From left is FAA's Charles Hawks, Tippetts, Douglas, Donald Douglas Jr., company president, and the group vice-president-aircraft, Jackson McGowan. 5 Dr. Romney H. Lowrey, Regional Flight Surgeon, sits in right-hand seat of Boeing's SST cockpit model

and simulator along with FAA's Joseph Tymczyszyn who is in the left seat. 6 Inspector John Barnard conducts surveillance spot check of records at Boeing.

7 Inspector Chelsie C. (Chuck) Risner checks wiring harness at Douglas. 8 A barricade of flight test inspection reports doesn't phase Herb H. Schoech, working with North American's 265. 9 Inspector Christian Lauridsen monitors aircraft sub-assembly at Douglas. 10 Mel L. Beutler (right) observes calibration of test equipment at Lockheed.

11 This is Boeing's first 707. 12 and 13 The world's largest wind tunnel at NASA's Ames Research Center is a focal point for testing of SST scale models. 14 Boeing engineers work on a model of 737. 15 A Boeing structures technician watches as the wing of a 727 static test airplane undergoes deflection during a rigorous structural test. 16 Lockheed's SST full scale mock-up is being constructed at Burbank plant.



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7 Inspector Chelsie C. (Chuck) Risner checks wiring harness at Douglas. 8 A barricade of flight test inspection reports doesn't phase Herb H. Schoech, working with North American's 265. 9 Inspector Christian Lauridsen monitors aircraft sub-assembly at Douglas. 10 Mel L. Beutler (right) observes calibration of test equipment at Lockheed. 11 This is Boeing's first 707.

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ject unproved aircraft to torturous examinations. The conditions under which they fly the craft probably never will occur during the plane's lifespan. But "probably" is a word almost out of AED's vocabulary.

From blueprint to flight performance, the AED is painstakingly involved in each phase of the West Coast's monumental aircraft production. Currently, the team is engrossed with the Boeing 747, a giant which will be the largest commercial jetcraft in aviation history.

But to the AED, its most challenging task lies just around the corner. When the developmental contracts are let at the end of the year, the engineers will be working on the supersonic transport airframe, which will be built either in Seattle or Burbank. In fact, the AED already is involved, in that the airworthiness criteria are now being formulated.

"With the SST, the FAA will be confronted with a whole constellation of new problems involving more sophisticated systems and radically different applications of materials," states Spelman. "Equipment, fluids and people will be moving within a new environment at speeds of 1,800 mph, 60,000 to 70,000 feet above the surface."

Adds Bogert, "Our success in the new era will lie in our ability to foresee the intricate problems that lie ahead." This penchant for prognostication is a necessity in the curiously paradoxical world of aerospace: a vehicle or system may



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1 One of the aircraft certified in Western Region is Lockheed's new Model 286 helicopter. 2 S-t-r-e-t-c-h-e-d jetliner, DC-8 Super 61, crowding Douglas' final assembly hangar, is world's largest. 3 Glendon Hall (left) and Mel Beutler discuss quality control records with Lockheed official. 4 Beutler crouches down to inspect the company's automated riveting machine. 5 Almost every country in the world has aviation's old, reliable work-horse, the DC-3 in its inventory. 6 Boeing's 1925 model served as basis for later designs.



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World's Air Transport Producers/continued

take years to develop; then suddenly becomes obsolete in favor of faster, safer substitutes. FAA engineers might not be soothsayers, but they do have to think of tomorrow in today's known terms.

Spelman and Rocco L. Lippis, assistant division chief, got a peek into the crystal ball in May when they flew to Paris to attend conferences on the *Concorde*, a cooperative French-British effort that will put the world's fast SST into service by 1971, if it's on schedule.

So far as safety is concerned, the FAA's Flight Standards Service—the parent of AED—is continuing a process of establishing airworthiness standards for the SST. Like all other new aircraft, before the American SST enters airline service, it will have to undergo rigorous tests according to the highest safety standards. A United States SST will be the most thoroughly tested airplane in flight history.

The SST, as technological a wonder as it will be, is not the end-all of aviation. At least one manufacturer already has drawn preliminary designs for a semi-ballistic, rocket-engine transport. Rarely heard-of breeds of birds lie unborn. But their development will be nurtured by the Aircraft Engineering Division—a veritable arsenal of technical prowess.

BORDER TO BORDER

—People in the Western Region

Stretching from border to border—Mexico to Canada—and from the Pacific Ocean to the midwest plains, Western Region personnel are helping the nation's aviation public fly safely through the airspace. 1 The nine state region which includes Arizona, California, Oregon, Washington, Colorado, Idaho, Nevada, Utah and Wyoming, is managed by Regional Director Joseph H. Tippetts (right) and his deputy, Lee E. Warren. 2 The region's Oakland International Airport Tower is manned by, from left, Joel Morrison, Donald F. Powers and James E. Peterson. 3 At Regional Headquarters, employees receive health care from nurses, Mrs. Jo Lutgen (left) and Mrs. Evelyn Armstrong. 4 John S. Zentner is

the aviation safety officer in Flight Standards in the San Francisco Area Office. 5 A coin collector during off duty hours, Raymond C. Hollemon, is one of the Los Angeles International Airport Tower air traffic control specialists. 6 Mrs. Akiko Shimatsu of the Seattle Area Office is a general administration specialist who has been with CAA/FAA for 18 years. 7 An illustrator in Western Region Headquarters, Richard Gipson, spends his spare time making and remodeling his own furniture. 8 The man with the carnation, Samuel L. Barr, a watch electronic technical supervisor at the San Francisco IFSS's Airway Facilities Sector, has a green thumb. He grows flowers in his back yard.



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Border to Border/continued

1 A regular participant in the San Francisco Bay area sailboat races is San Francisco Area Office Manager Herb E. Aldridge. His daughter, Judy, usually serves as a crew member on his 30-foot sloop. 2 Checking the automatic data processing equipment at the San Francisco IFSS are William R. Stevenson (left) and Albert E. Moorhead Jr. 3 Directing FAA's activities at the Denver Area Office is area manager Wilkinson A. Stephens. That's Stapleton Tower in the background. 4 A former telephone operator who turned to teletypes is Norma M. Tymony of the Seattle FSS. 5 An assistant controller at the Denver ARTCC in Longmont, Colo., Robert Rhodes is also a rancher and a breeder of Appaloosa horses. His ranch is called the Spotted R. 6 Handling both international and domestic flights at the San Francisco TRACON room are, seated—from left, Donald Alguire, Max Dunscomb, David Beham and William Dickson; standing—Gerald R. Weeks, watch supervisor, and Eddie E. Lewis, crew chief. 7 The lovely FAAer is Vassie Stamos, an 18-year employee with CAA/FAA. She is a statistical assistant in Management Services in the Seattle Area Office. 8 The FAA and the Weather Bureau jointly provide aviation data to pilots at the San Diego FSS. John J. Masiello, FAA chief (left), and A. W. Anderson of the Weather Bureau, head the two units. 9 A ham operator for 15 years, Dick Morris,

training officer at the San Francisco Area Office, beams his voice around the globe on his ham radio. His call letters are K6CZU. 10 Mrs. Juanita L. (Nicki) Fenech, is a teletype operator at San Francisco's busy International Flight Service Station. 11 Robert Rivolt, a former USAF controller, has been doing the same job for the Agency for the last six years. He is shown recording a flight plan on an electro writer. 12 From Boeing Field in Seattle, the FSS provides aid to pilots bound for Canada and to points in the United States. Bernard C. Swafield, FSS chief, and John D. Dodson, are shown at the FSS in flight position. 13 Robert J. Krass, a principal operations inspector at the San Diego GADO, is a rated helicopter pilot. 14 Visiting a movie studio, Merrilyn L. Grix of the Western Region Headquarters, met Adam West during the filming of his new movie "The Batman." 15 Weather sequence reports are reviewed by Gerald L. Ruppert and John K. Ludwig (seated) at the San Diego FSS. 16 Colorado's mountains are shown in the background as R. H. Lewis, Denver GADO chief (left) and assistant Denver Area Manager Charles M. Demaree make a pre-flight walk around at Jefferson County Airport in Broomfield, Colo. 17 Ruth Howlett, leader foreman, and Frank Wiltz, an offset operator, check over a printing job at the Western Region Headquarters print shop./Photographs by A. F. Garvis.





NO MAMMOTHS BUT ...

THOMAS JEFFERSON thought there might still be long-haired, hook-tusked mammoths roaming there, so he sent Meriwether Lewis and William Clark out to explore. They found no mammoths, but a land rich and rugged beyond their imagination.

Even today there remains something magnificently wild about the Northwest. In the bleak winter months, whirling snows and savage winds isolate men from their fellows. In summer, torrential rains loosen masses of earth, giving birth to the rumbles and roars of an avalanche.

Yet to a group of 60 unassuming, hardy FAA employees, battling the elements is routine. Armed with goggles, face masks, sun lotion, parkas, ice-picks, snow shoes and a sense of humor, the men comprising the Western Region's Structures and Grounds crews put their lives on the line daily for the sake of air safety.

Slogging awkwardly through snow drifts higher than their waists or pausing on a mountain crest watching an indescribable sunset, these Grounds and Structures units assure that more than 900 miles of private FAA roads leading to critical radar, navigational and communications sites in remote areas are always accessible to the maintenance technicians who man them. Operating trucks, tractors, shovels, loaders and scrapers, they confront their worst enemy, bad weather, to keep roads open and navigable at all times.

They perform rescue missions and have saved at least a dozen people from a frosty death. Maynard Wemple and Hal Wright of Woods Cross, Utah, for example, have been nicknamed "Guardians of the Rockies." Stationed not far from Salt Lake City at the Francis Peak radar site, the two men have aided stranded travelers in the winter who have ventured off in the family car on sightseeing trips, oblivious to warnings about threatening driving conditions.

Elwood R. Marsden and Dalton M. Husband of the Seattle crew always are looking for snowslides as they clear the already difficult roads and break new trails to such remote locations as Stampede Pass, high in the Cascade Mountains of the Pacific Northwest. Here, where the rainfall varies from over 100 inches along the Pacific coastal slopes to less than 20 inches in the semi-arid regions of eastern Washington and Oregon, snowfall in the high country can block access roads and buildings from October until June.

Members of the Structure and Ground crews must possess a variety of skills. In dense timberlands, they must understand the basics of weed and brush control, including the flammable properties of their paints. Working near streams and waterfalls, they

must be careful that toxic chemicals in their paint do not contaminate the water. They must know how their paints will affect steel, wood and concrete when compounded with the salty moisture of the mountains. Perhaps most important, when working with huge tractors and other heavy equipment, the men must be aware of their own limitations so that, in overcoming one obstacle, they do not carelessly create a more dangerous one.

Structures and Ground crews are assigned to each of the Region's Area Offices. They are headed by Russell A. Harshman in Denver; James L. Morris in Salt Lake City; Leroy W. Huskamp in Los Angeles; Charles (Sam) Sheridan in San Francisco, and Elmer L. Parker in Seattle; with a sub-office crew in Portland headed by Nahum E. Sampson.

What makes these men and their crews forsake the warmth and comfort of their homes for jobs far more treacherous than those performed by most FAA employees? Do they choose sub-zero conditions and gale winds in a search for adventure and thrills? Maybe, but they are not a carefree, footloose lot. They simply are men who know that just as airliners cannot streak through imperfect airways, the FAA men who support the facilities that safeguard the flights above them must have unhindered access to their posts. ☀



If you're hardy and adventuresome, you might join a Structure and Ground Crew in the Western Region. 1 At isolated Stampede Pass, Wash., Elwood R. Marsden (in pit) and Dalton Husband seem impervious to the cold.

2 Donald F. Opsal (left) and Victor Metoxen put a fresh coat of paint on a transverse bar at Klamath Falls, Ore.

3 Opsal touches up the glide scope building at Klamath Falls. 4 Crew members approach Cascade, Idaho, ARSR site in a Kristi over-snow vehicle.

5 Gilbert H. Adams operates heavy machinery in Washington and Idaho navaid site outposts.

Big Sky Bonanza

Boasting more active aircraft than any other section of the nation, the FAA's Western Region is enjoying its flying bonanza—and increasing its own efforts to serve the swelling Western skies.

That five of the country's ten busiest air traffic control towers are located in the Western Region is one illustration of the flight boom. But statistics alone don't tell the whole story, especially to FAA employees who daily are confronted with a Western brand of problems.

One is serving a quarter of the nation's active pilots. With 80,000 pilots flying within the Region, the FAA staff can never relax in its alertness to potential aerial danger. There are, for example, more light planes based in the State of California alone than in the combined 14 states of Nebraska, Kansas, Oklahoma, North Dakota, South Dakota, Mississippi, South Carolina, Kentucky, West Virginia, Delaware, Connecticut, Rhode Island, New Hampshire and Maine.

Eastward to the Rockies

While there is a diversity of both aircraft and type of activity, good weather and general affluence make the area particularly fertile for recreational flying. Not having to make a major decision whether it will be a jaunt to the mountains or a trip to the seashore, the Western pilot can enjoy both during the same weekend.

A Palm Springs desert-dweller can load his skis into his plane and slalom down Aspen's Rocky Mountain slopes hours later. SCUBAphiles in Phoenix can pack their gear and be gliding into underground Pacific caverns in a matter of hours. On weekends, the direct-line route between Los Angeles and Las Vegas is one of the busiest air corridors in the nation.

According to Dale Heiser, chief of the Los Angeles Flight Service Station, weekend flight plans and pilot briefings increase as much as 20 per cent, reflecting the brisk tempo of recreational travel to Western spas and resorts.

Booby Traps a Threat

But Robert M. Hacker, chief of the Denver FSS, sounds a warning note when he points out that many pilots fail to spot booby-traps so prevalent in flying over the West's rugged terrain. Colorado's sky-scraping Rockies, he states, have more than 54 peaks with an altitude of 14,000 feet or more.

His colleague, Gerald A. Parker, head

of the Denver Area office's Air Traffic Branch, adds, "The temptation to fly at an unsafe altitude just for a few minutes to get a closer look takes its toll—as do box canyons and abruptly rising terrain. Turbulence, downdrafts and the lack of areas suitable for emergency landings have been the nemesis of many pilots flying across the Rockies."

Compounding the problem is that even pilots flying at nominally-safe altitudes, generally in mountain passes, frequently find line-of-sight obstructions to key FAA facilities caused by the jagged peaks deflecting radio navigation and communications beams.



Pilots in scenic Western Region enjoy such sights as Glen Canyon.



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A Mind on Tourist Travel

The Federal Government recently allocated funds for a new airport serving Grand Canyon air visitors. New towers have been approved for the recreational communities of Palm Springs and Tahoe. A substantial Federal grant recently was given to Salt Lake City to improve its airport facilities. In fact, almost one-fifth of the Region's 1,600 airports have received funds for development and improvements under the Federal-Aid-to-Airports Program—funds exceeding more than \$148 million.

This sizeable investment in safety has been matched by another kind of resource: FAA manpower. Agency employees throughout the Region—especially those in the 17 General Aviation District Offices and the numerous Flight Service Stations—have been especially active in developing and conducting pilot seminars and other aviation programs to familiarize pilots with safety precautions. The sobering fact that in the last nine years 33 planes have vanished without a trace in the Region impresses FAA employees with their particular responsibility in furthering public aviation education, as well as maintaining their own aerial vigilance systems.

Below left, Western Region views are spectacular but the rugged, rocky terrain can provide hidden booby traps for pilots. Below center, Robert M. Hacker, chief of the Denver FSS, instituted the "Rocky Mountain Reporting Service" to increase safety over Continental Divide area. Below right, At Broomfield, Colo., GADO staffers man pre-flight briefing positions: from left, Harold Shenefelt, Richard Bishop, watch supervisor Joseph McAlpine and William A. Hettler.



1 When not relying on pure horsepower, Robert Horton pilots an aerial wagon train through Western Region skies. 2 Flying's not Mickey Mouse kid stuff for Walt Disney, a frequent user of FAA services at Burbank. 3 Gene Autry is back in the saddle again, but not on Champion. He's an ATR ticket holder. 4 This French-built Moraine-Saulnier is music to the ears of its owner... 5 Frank Sinatra himself, who employs a full-time pilot, but is rated himself. 6 Bob Cummings stands at the base of the Denver-Stapleton Tower with FAA General Aviation specialist James H. Prendergast. 7 Danny Kaye takes the right-hand seat with FAA's Alfred J. Dewey, supervising inspector of the Van Nuys GADO. Dewey commutes to work in his homebuilt aircraft.



"Burbank Tower, this is *King Aire* Three Four Mickey Mouse. Ready to go.

"*King Aire* Three Four Mickey Mouse, Burbank Tower—cleared for take-off."

This routine controller-pilot conversation at Burbank, Calif., Airport was unusual in only one respect. The pilot was Walt Disney, one of the world's outstanding movie producers and showmen.

Such exchanges are routine in the Western Region where the world's greatest aggregation of flying movie stars, producers, directors, writers, newsmen and commentators are located.

Top celebrities in the Hollywood firmament regularly use three airports located in the heart of filmland: Santa Monica, Van Nuys and Burbank. These airfields are within a 20-mile radius of the globe's heaviest concentration of motion picture, television and radio production facilities.

Such pilot celebrities as Frank Sinatra commute regularly from Burbank Airport to such noted spas as Las Vegas, Tahoe, Acapulco and Palm Springs.

Danny Kaye and Bob Cummings fly their planes from Van Nuys. Jimmy Stewart and George Peppard, who starred in "The Carpetbaggers," fly from Burbank Airport. Among the planes hangared at Lockheed Air Terminal at Burbank is the Beech *Travel-Aire* owned by Edgar Bergen. It carries a silhouette of Charlie McCarthy on its fuselage.

Gene Autry, Western film star and president of a large radio-television and hotel empire, holds an Air Transport Rating and flies frequently in the area. Two of the departed stars of yesterday—Clark Gable and Wallace Beery—were also pilots at Burbank.

Television stars who fly in the Western Region include Jack

Kelley (who appears in "Maverick"), Robert Culp ("I Spy"), Richard Slattery and Roger Smith ("Mr. Roberts"), Roland Lastarza ("Gallant Men"), James Franciscus ("Mr. Novak"), Don Grady ("My Three Sons"), Cliff Robertson ("P.T. 109"), Dale Robertson ("Wells Fargo"), Robert Horton ("Wagon Train") and Ken Tobey ("Whirleybirds").

Although accustomed to special attention and many privileges in other spheres of their life, celebrity pilots get no preferential treatment from FAA. In an off-duty conversation, a film star complained unhappily to a controller that he had been forced to delay his departure on the previous day because he was tenth in line for departure at Van Nuys. "I understand air traffic here will double by 1977. What is FAA going to do about such a situation then?" the star asked. "I don't know for sure," replied the controller, "but I guess you'll be number 20 for departure."

Most celebrities wait their turn for departures, landings and briefings like other pilots, and controllers report no undue show of artistic temperament in such situations.

Producers, directors and writers of television series and movies have found that airports provide exciting and inexpensive sets for their productions. Movie and TV companies frequently are seen on location at airports in the Western Region. Director Henry King, a pilot himself, often shoots many film sequences at local airports. The late Cecil B. DeMille, who was also a pilot, used aviation settings in many movies.

Hollywood is the center, also, for industrial, technical and scientific film production. Firms situated there often have worked on FAA movies.

Probably nowhere in the world is aviation used as intensively in news-gathering as in the Western Region. Virtually all the major

Star Studded Skies

local and network television and radio stations in Southern California utilize planes and helicopters in an effort to scoop their competitors. Many top-ranking, nationally-known newsmen and commentators such as Joe Pyne and Cleve Roberts are pilots. Pyne, who has a nationally-syndicated radio program, is currently working on his instrument rating at Burbank. Roberts, who has a news show on KNXT, in addition to being an excellent pilot, enjoys designing and building aircraft as well. Hal Fishman, commentator on TV Station KTLA in Los Angeles, combines news-gathering and flying; as does Tom Frandsen, articulate host of a late afternoon presentation on Station KNBC in Los Angeles.

Expanding use of aviation themes in film and TV dramas frequently prompts Hollywood studios to consult Western Region officials in their research.

In another unique combination of aviation and show business an air museum, "Movieland of the Air" is located at Orange County Airport near Santa Ana. The air museum, founded by Frank Tallman and his partner, the late Paul Mantz, specializes in flyable antique aircraft and aviation relics.

Many aviation greats like Donald Douglas and Lloyd Stearman, famed aircraft designers; Art Goebel and Marty Jensen of Trans-Pacific Race fame; and many of the early air mail pilots such as Dean Smith, "Bud" Gurney, F. Hamilton Lee and Fred Kelly, who flew with the airlines until retirement, make their home in Southern California. One of the executives at Douglas Aircraft is Anthony Fokker of German aviation fame. Another resident whose name is associated with both aviation and filmdom is Howard Hughes.

Unquestionably, the FAA job in the Western Region has a dimension which is unique: dealing with internationally-known celebrities who have discovered the fun and utility of flying. ✎

SRDS DIRECTOR AND TWO DEPUTIES NAMED TO TOP AGENCY POSITIONS



John A. Weber

A Director and two new Deputy Service Directors were named to fill positions vacated by previous top Agency assignments.

John A. Weber, a veteran electronics engineer, was named Director of the Systems Research and Development Service.

James F. Rudolph was named Deputy Director of the Flight Standards Service, and Robert B. Meyersburg was appointed Deputy Director of the Aircraft Development Service.

Weber succeeded James H. Mollenauer, who recently was named Deputy Associate Administrator for Development.

He has been with the Systems Research and Development Service since the Agency was established on Jan. 1, 1959, serving as chief, Operations Division, Deputy Director for Administration and Support, chief of the Air Traffic Control Division, Deputy Director and later Acting Director of the Service.

He joined the Airways Modernization Board—later absorbed by FAA—in 1958 as chief, Data Acquisition Division. This followed 16 years of military and civilian service with the Department of the Navy during which time he advanced to the position of Staff Engineering Assistant to the Assistant Secretary of the Navy. In 1956 he was awarded the Navy Meri-

torious Civilian Service Award.

A wartime Lieutenant Commander, Weber joined the Navy in 1942 after spending six years as a design and operating engineer with the Niagara-Hudson Power Company, Albany, N. Y.

He is a registered professional engineer in the District of Columbia. Weber received his B.S. degree in electrical engineering in 1936 from Cooper Union Institute, New York City. Later, he did graduate work in engineering management at the University of Pittsburgh.

Rudolph, who has been chief of Flight Standards Operations Division since April 1963, is a native of Esparto, Calif. After 12 years of field service as a supervisory air carrier operations inspector at Seattle, Burbank and San Francisco, Rudolph came to Washington Headquarters in 1957 and was assigned to the Non-Scheduled Air Carrier Operations Branch.

In July 1959, he was named chief, Compliance and Enforcement Section, and the following year was promoted to assistant branch chief, Air Carrier Operations. He held progressively responsible positions in operations, and in 1963, was named chief of the division.

Prior to World War II service in the Army Air Corps as an Air Transport Command C-54 pilot, Rudolph attended the University of California. He gradu-

James F. Rudolph



Robert B. Meyersburg



ated from the Agency's Executive Leadership Program at Brookings Institute in 1946. An active pilot, he holds an Air Transport Rating and is qualified in a Boeing 707.

Meyersburg, who has headed the Aircraft Development Service's Aircraft Division for the past two years, joined the Agency at the New York Regional Office in 1946 as a senior flight engineer inspector. He moved to Washington in 1949 as an engineering flight test specialist and chief test pilot. In 1957 he became an international aviation specialist and airworthiness advisor in Washington and Paris. He was awarded the Italian Order of Merit by the President of Italy for his services to that country during his overseas tour of duty.

Currently rated as an Air Transport pilot, Meyersburg started his aviation career as an Army flying cadet in 1939 and served both in the Royal Canadian Air Force and the U. S. Marine Corps. He was also an instructor at the Ryan School of Aeronautics, San Diego, for a year.

A native of Brooklyn, N. Y., Meyersburg graduated from Williams College, Williamstown, Mass., in 1937 with a B. A. degree. In the FAA, he has attended the Royal Air Force Empire Test Pilot School in Farmborough, England, and the FAA Executive School.

Civil Aviation Assistant Group Specialists Aid Many Foreign Countries

Addressing the University of Southern California Flying Safety Officer Class recently, Rupert E. Herr, Western Region's International Liaison Officer, outlined the FAA's endeavors in international technical assistance. During the past several years, he said, the FAA has completed programs in 10 of the 34

countries in which the Agency had resident Civil Aviation Assistance Group specialists

"We now have 117 technicians in 24 countries engaged in technical assistance," Herr said.

"In addition, during 1965 FAA consultants conducted special field studies

and technical assistance projects in 21 other countries and furnished information to 13 international organizations and 76 governments."

The 17 members of the graduating class were from 12 different foreign countries. USC holds the Flying Safety Officer course at least once each year.

Vice President Tours NAFEC



"The work you are doing here makes me feel safer, better and happier," Vice President Humphrey said after spending more than an hour touring the National Aviation Facilities Experimental Center in Atlantic City. Escorted on the tour by Associate Administrator Joseph D. Blatt and NAFEC Director Jack G. Webb, the Vice President was briefed on current NAFEC projects, saw how gelled fuel can reduce fire hazards in survivable accidents and visited the air traffic control simulation laboratory. 1 Crowds line the fence rails at the Atlantic City Airport to greet the Vice President. 2 In the ATC simulation lab, Humphrey talks to simulator operators regarding their air traffic simulation operations. From rear are operators Gladys DeRugieris, Joyce Ingram, Evelyn Brown, Patricia Conner and Barbara Blackman. 3 Associate Administrator for Development Joseph D. Blatt (center) explains the gelled fuel tests to the Vice President. Jack G. Webb, NAFEC Director (left), was the host for the VP visit. 4 Vice President and Mrs. Humphrey quiz simulator operator Lois Flood about the current simulation which concerned a problem of air traffic flow in the Okinawa area.



"WE POINT WITH PRIDE" PLAQUES GIVEN TO FOUR



Above, Oscar Bakke, Eastern Region Director, gives awards to Wheeling's Isaac Price and Harris Mizener.



New York Area Manager Chris Walk (right) congratulates Leo Marsh as Charles Moyer proudly holds their plaque.

After talking two lost pilots to safe landings, four Eastern Region flight service specialists were awarded "We Point With Pride" plaques.

Specialists Isaac Price and Harris Mizener of the Wheeling, W. Va., FSS, came to the rescue of a doctor and his son who became lost while flying over the rugged mountains of West Virginia. Leo Marsh and Charles Moyer of

Philipsburg, Pa., saved a youthful pilot and his wife when they became lost in a storm over Pennsylvania's Pocono Mountains.

Eastern Region Director Oscar Bakke presented the regional award to the presentation to Marsh and Moyer. Civic officials attended both ceremonies.

John Carollo's Coffee Can Nets Wealth for Seven Young Orphans

The rattling of John Carollo's coffee can brought \$2,600 to seven tragically orphaned Hartford, Conn., youngsters. The children's parents perished recently in a fire.

Carollo, a flight service specialist at the Bradley Field FSS, took two days' annual leave to conduct his house-to-house campaign. Extending a coffee can to residents of suburban Enfield, where both he and the family reside, Carollo raised the \$2,600 which has been put into an education trust fund. The money supplements \$4,166 that Hartford citizens had contributed in a collection sponsored by the Hartford Times.

Aided by his two sons, Joseph and John, Jr., Carollo related a touching anecdote. "I was especially impressed by a little girl who gave me a jar of pennies she had been saving very diligently and said, 'I hope this makes the children happy.'"

Skit Aids Pilots



Denver FSS personnel appear regularly in a lost aircraft skit before pilot groups. Vaughn D. Pattison (left) describes the problem involving Denver Radio—Harold E. Shenefeld and the pilot in the clouds—Richard Bishop.

LOST'N FOUND, COLMAN STYLE

Whether it's locating lost aircraft or lost tots, Richard Colman of the Boston Center, Nashua, N. H., is adept at both. Recently, Colman joined scores of volunteers at the request of local police to locate two missing tots, ages 3 and 4. After several hours, Colman located the two children in a clearing.

Both parents had high praise for FAAer Colman and the others who joined the search.

BRIDDON AND CHAMPIE CHRONICLE FAA HISTORY

A new "Historical Fact Book" tracing the Federal Government's role in the development of civil aviation was published recently by the Agency. It was prepared by Dr. Arnold E. Briddon, FAA historian, and Ellmore A. Champie, associate historian.

The 130-page reference work covers the period 1926-63 in chronological fashion, singling out the historical milestones which marked the path to this nation's present position of world leadership in aviation.

It lists the organizational changes, legislative history and activities of FAA and its predecessor agencies dating back to May 20, 1926, when President Coolidge signed the Air Commerce Act into

law. This Act, described as "the legislative cornerstone for the development of commercial aviation in America," established the pattern for the regulation of civil aeronautics by the non-military departments of Government.

The book also contains historical information on accidents, administrative makeup, administrators, aircraft, air navigation and air traffic control, airports, national aviation policy and regulatory activities.

Publication of the new aviation reference work was made in response to a continuing demand for historical information on the Federal Government's role in the development of civil aviation.

Teterboro's 6th Annual Air Show Draws a Crowd



FAA coordinator John V. Lambiase (left) observes the public response to the Tower Cab Exhibit which was on display at the Sixth Annual Teterboro Aircraft Show.

Teterboro Airport's sixth annual aircraft show held in May attracted more than 2,500 people. John V. Lambiase, Teterboro FSS chief, who acted as FAA coordinator for the show, said it was their most successful show.

The show included business aircraft, static displays, various equipment and FAA motion picture presentations by Teterboro FSS personnel during the two-day event. FAA's new film "Wake Turbulence" proved to be one of the biggest hits.

Other facilities at Teterboro that provided personnel to man exhibits and answer questions regarding Agency functions and services were the control tower, General Aviation District Office, Airway Facilities Sector and Engineering and Manufacturing District Office.

The annual Teterboro aircraft show, jointly sponsored by the FAA, Port of New York Authority and aircraft distributors, is aimed chiefly at pilots, prospective pilots and aircraft owners. It provides them with information on how to learn to fly, how to buy, finance and insure an aircraft and what fuels to use.

Do's and Don'ts of Private Maintenance Are Offered at Anchorage College

What pilots can and cannot do to repair their small airplanes is the main theme of a new course now offered at the Anchorage Community College.

"Many pilots like to tinker with their airplanes or make minor repairs as they would on their automobiles," explains Philip S. Matlock, director of shop training for the college. Some of these repairs and maintenance steps require FAA inspection, but others of a "preventive maintenance" type can be made by pilots without subsequent inspection.

Courses include a study of the aircraft systems—engine, airframe, electrical and hydraulic.

Shop work includes repair of damaged control surfaces, checking air filters on engines, changing landing gear tires, draining fuel filters, checking operation of generators and batteries and a number of other steps a pilot can take to operate his aircraft safely.

The course was organized with the help and cooperation of Bud S. Selteneich and Edward Allen of FAA's Flight Standards District Office at Merrill Field, Anchorage. Both men lecture during the course. They also stress why certain types of repairs must be inspected by an FAA certificated mechanic and an appropriate logbook entry made.

Visits Southwest Region



Administrator William F. McKee met the Southwest Region's key personnel during his first visit in May. His tour was hosted by Director Henry L. Newman (left). Associate Administrator Arvin O. Basnight accompanied him.

CALIFORNIA DEDICATION



From left: California's Lt. Gov. Anderson, FAA's Cole Morrow and Joseph Orr and Mayor Wedecorth share the platform at dedication of Hawthorne Airport's Administration Bldg.

MOSAIC DISPLAYED AT NAFEC



Collaborating with Air Traffic Service and Systems Maintenance, System Research and Development Service is developing an improved technique for combining radar signals from more than one source on a controller's radar display, permitting expanded radar coverage. From left, are Ernie Storrs, Joe Moraski, Al Ridenour, Bob Cannon, Charlie Carmody, Ed Barrow, Art Ashley, John Mercer and Bill Cook, representing the three services.



FSDO supervising inspector Bud Selteneich (center) and student William K. Rizer listen to Philip S. Matlock, director of Shop Training at Anchorage Community College. Courses are offered to pilots who want to learn how to tinker with their planes correctly or repair them.

Center Stresses Safety



1



2



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4



5



6

Safety is a prime consideration at the Aeronautical Center.

1 Specialized work, like that being checked by Theo Figures, is done within controlled areas which protect other employees and visitors from potential danger.

2 Charles Edwards demonstrates the importance of proper tools and equipment while using a hoist to remove an aircraft engine.

3 Removing seats from a Washington-based aircraft with the help of a hydraulic lift are, from left, Burton Baker, Ken McCasland and Faye Steenerson.

4 John McCarty, safety officer for the Storage Management Branch, FAA Depot, shares honors with others responsible for the unit's fine safety record as they receive the PROUD Safety Award plaque from Center Director W. Lloyd Lane.

5 Jim Purcell (center), assistant chief of the Aircraft Services Base, presents PROUD Safety Achievement plaques to H. J. Barnett (left), assistant chief of the Line Operations Branch, and to Ken Sala, chief of the Overhaul and Modification Branch.

6 A modified hand lift for removing and replacing transceivers is demonstrated by John McCarty, safety officer, as a way of emphasizing that safety pays off.



gourmet corner

One of the best cooks in the Western Region is Woodrow (Woody) Wilson, a motor grader operator on the Seattle, Wash., Structures and Ground crew.

Wilson's recipe for "Moose Stroganoff Bake" recently brought him national attention and a prize worth more than \$1,000.

Wilson, whose other hobby is hunting, was awarded a Weatherby Model 300 Magnum rifle as top prize in the national recipe contest sponsored by a footwear manufacturer.

Wilson and his wife also received an all-expense trip to Milwaukee where they were guests of honor at an awards banquet featuring his recipe. It was picked from among 4,000 entries from all parts of the country in a contest open to men only.

In addition to the valuable prize, Wilson received an engraved silver plate to commemorate the occasion. His recipe will be published in a book containing 99 award-winning recipes which will be distributed by shoe dealers.

"I happened to see the contest announcement in an outdoor magazine and decided to send in my 'Moose Stroganoff Bake' recipe," Wilson said. "When I received the wire stating I was one of the three national winners I was really astounded, because it was the first contest I have ever entered."

Wilson, who does a considerable amount of cooking on camping trips, said his recipe was developed by trial and error while searching for new and tempting ways to serve moose meat.

MOOSE STROGANOFF BAKE

1½ lbs. ground moose (or beef)
2 tbsp. instant minced onion
½ tsp. parsley flakes
¼ tsp. garlic powder
1 tsp. salt
¼-½ tsp. pepper
¾ cup drained mushrooms (7-oz. can)
1 can vegetable soup (10½-oz. can)
1 cup sour cream
½ cup milk
Brown moose (or beef) with onion, parsley flakes and garlic powder. Stir in salt, pepper, mushrooms and soup. Simmer 15 minutes. Blend in sour cream and milk. Heat thoroughly. Place in 9x9 inch baking dish or 2½ qt. casserole.

BISCUIT TOPPING:

1½ cup sifted flour
2 tsp. baking powder
1 tsp. paprika
½ tsp. salt
1 tsp. poppy seed
½ tsp. celery seed
¼ tsp. white pepper
¼ cup shortening
¾ cup milk
Sift together—flour, baking powder, paprika, salt, celery seed and pepper. Cut in shortening until particles are fine. Add milk, stir only until all dry particles are moistened. Drop by tablespoons onto meat mixture. Sprinkle with poppy seed. Bake at 475° for 15 to 20 minutes. Serves 6 to 8.

FAA HORIZONS Magazine Wins Two Federal Editor Awards For Excellence

HORIZONS was cited for excellence twice recently by the Federal Editors Association (FEA) at their Annual Awards Luncheon held in Washington. The awards were in two categories: house organ and popular magazine.

Vice President Humphrey lauded the work of the Association's editors and

artists saying, "I think you're just as good as any of them (referring to the finest commercial publications in the country)."

Congratulating the HORIZONS editor Alexander F. Garvis (below, left), the Vice President said, "I enjoy looking at FAA's publications."

Later, Civil Service Commission Chairman John W. Macy Jr., who made the awards, talks with the entire HORIZONS staff. With Macy (below, right) are, from left, Gary Smith, illustrator; Abner B. Cohen, art director, and editor, Alexander F. Garvis.

More than 272 entries were submitted.



your health

Summer is a time for fun in the sun, but don't get carried away. Too much sun can be dangerous.

During hot weather the body absorbs heat and this plus heat produced by exercise can over-tax the body's cooling system. The skin becomes dry, hot and flushed. Confusion and dizziness accompany a rapid loss of consciousness.

Only prompt and adequate emergency treatment can save a heatstroke victim's life. First, move the victim to shade. Then notify a doctor. Take immediate steps to reduce the victim's body temperature. Put him in cold water, spray him with a hose, pour water over his body or put ice on his head. Give him cold drinks if he is conscious. High temperature can cause permanent brain damage if it persists.

For a heat exhaustion victim (skin becomes pale and moist) move him to the coolest spot available, lower his head and feed him fluids, preferably with salt.

The best advice is take your sun in small doses.

-and safety

Vacation time is here! For many FAAers that means long hours spent behind the wheel of the family car en route to a vacation spot. This, then, is a good time to review some "rules of the road" suggested by safety experts.

The best approach to a motor trip is to have a good night's sleep tucked under your belt—seat belt, that is. But the monotony of the road as the trip wears on can make you drowsy and that can be dangerous. Don't let it happen to you.

Perk up! Take a coffee break or have some tea or coke.

Physical activity also tends to fight off drowsiness as well as tone up flagging muscles. Get out of your car and move around—start up the circulation. If this doesn't help, take a catnap. Park your vehicle well off the highway—out of the path of other drowsy drivers—make sure you have plenty of ventilation, relax and enjoy a short nap. If you're afraid of oversleeping set your travel alarm clock accordingly. But what's your hurry? Enjoy a relaxed, safe vacation.

FAA SCIENCE FAIR EVENTS GO BIG IN DALLAS



Science Fair winners receiving certificates from Maurice F. Shepherd, chairman of the FAA judging team are, from left: Carl H. Fromer, Michael C. Yaksh and William Kirsch. The winners will receive as a bonus an escorted trip through several FAA facilities.

For the second consecutive year, the Federal Aviation Agency sponsored contests in three categories for youthful scientists at the International Science Fair held in Dallas in May. There were more than 400 entries.

Winners in the FAA categories included: William Kirsch of New Orleans, for his exhibit in aerospace (aviation) medicine category, entitled "A Uniaxial

Culture of Chlamydomonas Algae for Space." It was an experiment with high oxygen evolution and high protein content under extreme environmental conditions to suggest that algae could support life in a space capsule.

Michael C. Yaksh of Atlanta, aircraft design category. His exhibit "Shock Waves—Correlation of Experimental to Ideal Shock Mach Numbers for Different Cases." In this experiment, the error between experimental and theoretical Mach numbers for shock waves is shown with different test gases in a shock tube, causing the amount of error (between experimental and ideal Mach numbers) to change.

Carl H. Fromer of Staten Island, N. Y., space communications (aviation electronics) category. His exhibit, "The Laser and Outer Space Communications," showed the potential of gas laser in celestial and terrestrial communications.

Serving as FAA judges were Maurice F. Shepherd, electronics engineer; Sam E. Nordyke and James W. Thomason, both aeronautical engineers, and Dr. John W. Ellis Jr., assistant flight surgeon, all of the Southwest Region Headquarters.

Men of Weights and Measures Tour NAFEC Facilities

Metrologists—experts in the science of weights and measures—toured the National Aviation Facilities Experimental Center's Standards and Calibration Laboratory as part of a technical symposium held in Atlantic City recently.

Jerry F. Guarini, chief, Standards and Calibration Laboratory, described the Agency's weight and measure facilities to the visiting group.

Electronic test equipment used throughout the Agency is sent to the Center for periodic inspection and calibration.

Extensive environmental testing facilities which duplicate atmospheric conditions, as well as a variety of motions and movements, are used to test the equipment, he said.

In addition, the lab uses photometric to check airport lights.

Central Region Managers Meet



Assembled for a recent Central Region Area Manager's Conference were, from left, Francis E. Unti, William C. Knoepfle, Browning Adams, Robert O. Ziegler and Birch Doren, all Central Region staff, and Kirby L. Brannon, Chicago; Edwin W. Underwood, Kansas City; CE Director Edward C. Marsh; John A. Hargrave, Minneapolis; Alan Glass and Erick E. Erickson of Central Region staff.

ACT IS 20 YEARS OLD

It has been 20 years since the signing of the Federal Airport Act by President Truman. To mark the occasion, Curt Greve, chief, Washington Area Airports Branch, presents a photograph of the signing to Senator Jennings Randolph of West Virginia who is called "Father of the Airport Act."



ILS Glidepath for Helicopters Tested at NAFEC

Here are the National Aviation Facilities Experimental Center's latest projects:

- A Sikorsky S-61N tested steep glide paths—up to 60 degrees—on a new ILS, especially designed for helicopters, and now under evaluation at the Center.
- New console arrangements proposed for use in USAF RAPCON were put to a practical operational test by a group of Air Force controllers in the air traffic simulation lab.
- DH-125, small DeHavilland twin-jet, was tracked along the glide path by phot

theodolites to see what deviations took place when an auto-pilot malfunction was simulated.

- Center's DC-6 took an extended tour of South America to test the performance of a new VLF navigation system.
- A series of tests to determine how temperature affects runway traction when airplane tires are braked on various surfaces under different conditions.
- Radar beacon signals were tested at various sites at the Center to determine how surrounding terrain effects the signals.

Denver Safety Conference Held To Discuss 'Mission Safety-70'

Nine sector safety officers attended the Denver Area's first Facilities Branch Safety Conference recently at the Area Office.

Ray Sanderson, branch safety officer, was chairman of the meeting and the Regional Office was represented by Harold E. Raymond, Airway Facilities Division, and George M. McCord, Western Regional Occupational Safety Officer.

The conference discussed the safety program and means of achieving Mission Safety-70 goals.

Western Region Suggestions Top All Agency Marks

Western Region employees submitted 521 suggestions during the second quarter of the 1966 fiscal year, topping all other regions according to comparative

Pacific Region Plaudits



Pacific Region's Employee of the Year, Gilbert Kawamae, is congratulated by Director Philip M. Swatek at the Region's Annual Awards Dinner. Executive of the Year, James Creed, stationed in Tokyo, was unable to attend.

figures on the Agency's suggestion program issued recently. The region also topped all others for their period with 178 suggestions adopted.

tech talk

A radar display, in its final stages of development, will be clutter free for air traffic control yet it will present selected weather information when needed.

Engineers have been so successful in developing clutter-free radar for air traffic control that techniques had to be developed to inject certain clutter on a selective basis.

The first enemy of clear target presentation for the controller was the extraneous signals from ground objects. All but the most prominent were overcome by the Moving Target Indicator (MTI) technique. Weather clutter continued to be a problem until circular polarization (CP) techniques removed the troublesome clutter.

The engineers went back to their drawing boards when pilots recognized that weather radar advice from the controller was helpful in avoiding hazardous storm areas. Some method was needed to reinstate weather information on demand.

This resulted in a technique of extracting the raw radar storm signal from the antenna system prior to its reaching the circular polarizer, passing it through a separate receiving channel, processing (contouring) the output and reintroducing it on the display under controlled intensity levels.

This system has now been translated into operating hardware and operational tests have been completed at the Washington ARTCC.

The hardware called the "CP weather by-pass kit", "weather by-pass channel" or "weather fix" is a method of shunting the weather signal around the main radar channel and returning it to the display via an alternate route. This avoids the decluttering equipment in the main radar channel. Weather data is fed through the alternate route to a contour generator which feeds the display a contour line based on reflected intensity.

During the operational tests, problems arose both in the by-pass channel and the main channel. Ground clutter contours generated on the by-pass channel masked the handoff points to the terminal area. Residue clutter in the main channel tended to fill in or mask the by-pass channel contours.

Engineers of Systems Research and Development Service are confident that the solution of these problems is just another step in the orderly development of air traffic control radar.

NEW LOS ANGELES CLUB TO DISCUSS MANAGEMENT

Management problems as they might emerge in the next decade is one of the topical topics discussed at the newly organized management club in the Los Angeles Center. George C. Sanders of the Los Angeles Area Office discussed the topic at the club's meeting.

Made up of staff and supervisory personnel at the Center, located at Palmdale, the club was organized to foster greater interest in management matters and to probe supervisory problems.

Topics discussed during early meetings included "A Look at the National Airspace System in 1976" by Ralph M. Angles; "The Problem of Aging Journeymen," John T. Dunham; "Education and Training Requirements for Traffic

Control Facilities in 1976," Charles F. Spelman; "Changes Automation Will Make in Management by 1976," Leo F. Morrow, and "Management Problems of a Terminal Facility in 1976," by Dean Martin.

Officers of the new organization are: Elmer F. Whitney, Los Angeles Center crew chief, secretary; Richard L. Williams, Edwards AFB radar maintenance supervisor, program chairman, and Richard R. Pearson, Boron radar supervisor, treasurer.

Center chief Fred M. Marks said that chairmanship will be rotated at each meeting. Other officers will serve one-year terms to provide experience to a larger number of people.

Eastern Region Honors Three Retiring Employees



Mrs. Benjamin Trendell, secretary at Albany GADO, was presented a typewriter at her retirement party recently.



Ralph F. Schaffstall (left) receives a retirement certificate from L. I. Pearce of Washington Area Office.

Three Eastern Region employees retired recently, ending careers ranging from 25 to 30 years.

Ralph F. Schaffstall, one of the retirees, started in 1936 as an assistant airways keeper with the Bureau of Air Commerce. He completed his service as chief of the Newport News, Va., FSS.

Electronic technician Rolfe W. Utz spent 19 years with the CAA/FAA, all

of them at the Elkins, W. Va., FSS. Previously he had worked for eight years with the Bureau of Standards and three years with other Government agencies.

Mrs. Benjamin Trendell, secretary to the Albany GADO chief, was honored by a testimonial dinner marking her retirement after 25 years of service. She took with her a Sustained Superior Performance Award.

NAFEC Studies Use of Explosives in Crash Exits

Explosive charges may some day provide extra emergency exits in crashed airplanes if current tests prove their feasibility. These experiments are now underway at the National Aviation Facilities Experimental Center and at the Army's Picatinny, N. J., Arsenal to determine if explosives can be used to cut out large sections of airplane fuselages after crashes.

A report on the project was made by

NAFEC engineer Joseph J. Jaglowski before the National Fire Protection Association.

The group also heard Charles M. Middlesworth explain other NAFEC tests which may help determine future civil airport requirements for crash-fire fighting equipment. Ralph A. Russell described NAFEC's tests of jelled fuels and John F. March reported on thermal properties tests of aircraft cabin materials.

Boston Center is Commended By Baake on its 3rd Anniversary

The Boston ARTCC at Nashua, N. H., celebrated its third anniversary in April. Over 100 employees of the Center, the Boston Area Office and Eastern Regional Headquarters marked the occasion at a luncheon.

Eastern Region Director Oscar Baake commended the Center's personnel for their consistently outstanding performance in the face of the sharp increase in air traffic and presented commendation letters, which were accepted in their behalf by Center chief Clarence Kynock and Boston AFS chief Nathan Talbot.

Speaking on the future and the expected increase in air traffic, Baake said, "The Agency is dependent on a well-trained work force, ready to cope with the situation of tomorrow."

Those attending the anniversary were Robert M. Brown, Boston Area Manager; Sidney Poe, Boston Air Traffic Branch chief; Waldo Aldrich, assistant chief, Boston Center, and Jack Lee, Standards Branch chief, Air Traffic Division, Eastern Regional Headquarters.

The Boston Center's Nashua building was dedicated on May 4, 1963. In 1965, the Center handled 556,830 operations and ranked 12th in the nation.

Eastern Region Director Oscar Baake (right) presented letters of commendation to Nathan Talbot (left), chief of the Nashua, N. H., Airways Facilities Sector and to Boston Center chief Clarence Kynock at the Boston Air Route Traffic Control Center's Third Birthday celebration.



TWO SWORN IN AS INSPECTORS

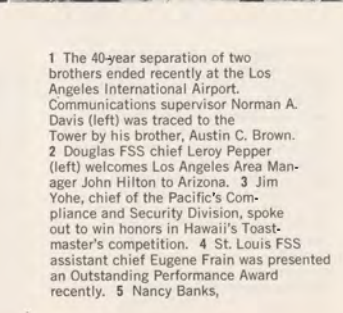
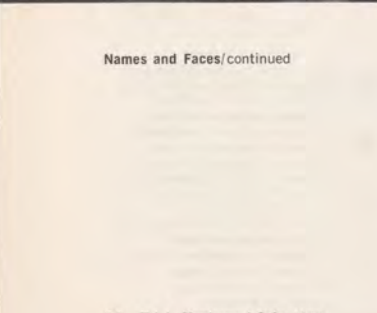
Two NAFEC operations officers, Cliff Ford C. Clark and William D. Sellers, being sworn in as inspectors for U.S. Customs, Immigration and Plant Quarantine. This permits them to clear all planes coming directly from a foreign country into Atlantic City Airport.



names & faces

1 A two-day hockey session pitted the Boston Center against its Montreal counterpart, but the Canadians slid to victory tw-ice. 2 Supervisory electronic engineer Joseph A. Yesenski (right) still finds time to serve as an Anchorage councillorman. Now serving in his third term, he chats with City Manager Robert Oldland. 3 "My kind of town, Chicago is" cools Area Manager Kirby L. Brannon on his hot clarinet. 4 Radar controller James Ervin gets Eastern Region's "We Point With Pride" plaque from David D. Thomas as Oscar Baake and Cleveland Area Manager Ralph Link watch. Ervin talked down a hypoxia-stricken Air National Guard

pilot to a safe landing. 5 Pamela Pokorny plays "nanny" to one of the Los Angeles ARTCC goats. They have two full-time vegetation control specialists. She is a clerk-stenographer, otherwise. 6 The Central Region's Communications Control Center twice consecutively was cited as "Tributary of the Month" by the Air Force Communications Service. RCC chief James P. Kemery lauds his staffers Benjamin B. Herr, Stephen B. Carter, Louis A. Mautino and Erma M. Sittler. 7 Donald E. Miley flank Sandra M. Price as the three Detroit Airway Facilities employees display their recently acquired performance award citations.



Names and Faces/continued

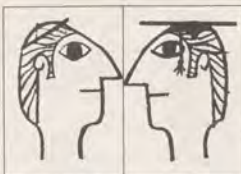
1 The 40-year separation of two brothers ended recently at the Los Angeles International Airport. Communications supervisor Norman A. Davis (left) was traced to the Tower by his brother, Austin C. Brown. 2 Douglas FSS chief Leroy Pepper (left) welcomes Los Angeles Area Manager John Hilton to Arizona. 3 Jim Yohe, chief of the Pacific's Compliance and Security Division, spoke out to win honors in Hawaii's Toastmaster's competition. 4 St. Louis FSS assistant chief Eugene Frain was presented an Outstanding Performance Award recently. 5 Nancy Banks,

Anchorage's AFDO secretary, tells Director George Gary about National Association of Secretaries' seminar. 6 Findlay, Ohio, FSS chief Ralph E. Reynolds had to relinquish his seat during Boy Scouts Citizenship Day when Mike Siudzinski became "Chief for the Day." FSS specialist Dwaine Amstutz talks to a pilot. 7 Center chief Bud Morris (center) and electronic maintenance chief O. W. Sauer accept award from Director Edward C. Marsh on behalf of the Indianapolis ARTCC for testing the SPAN system. 8 Eddy Jean Barnes is a part-time clerk-typist in the Central Region Library. A candidate for the National Honor So-

ciety, she will enter Iola Junior College next fall. 9 Charles Wayer (left), chief of Alaska's General Aviation Branch, his son, Ed, Tom Thwaites, and his dad, Richard, chief of the Flight Inspection and Procedures Branch, all pilots, plan their flight. 10 Central Region Director Marsh signs Kansas City's Crime Alert pledge with members of the Kansas City Federal Executive Board. They have asked their employees to report suspicious activities or persons to the police. 11 Clifford J. Waterman, training officer for Minneapolis Tower, recently won the Twin Cities

Civil Servant of the Year Leadership Award. 12 Pat Lyons, chief of the Windsor Locks, Conn., Airway Facilities Sector, goes on the air himself to discuss the key role played by electronic maintenance technicians. 13 Leo J. Mulry, an air traffic controller at NAPEC, won a trophy in a recent bowling tournament which netted \$300 for the Red Cross. 14 Peter Blankensop of the Fairbanks International Airport combined station/tower, busses Miss Alaska. This is a fatherly prerogative. She is his daughter, Elrita, a freshman at the University of Alaska. 15 A brief ceremony

held at the office of U.S. Ambassador to Panama Charles W. Adair (white suit) recently honored FAA aviation specialists for their assistance to Latin American Countries. From the left are: Robert J. Grace, Nevin E. Claybourne, Robert C. Green, Ambassador Adair, Gerald L. Crosby, Henry B. Ibbetson and Thomas L. Speakmon. 16 Washington National Airport control tower supervisor, William S. Canty (left), received a cash award from L. I. Pearce of the Washington Area Office for designing and building a new type of airport surveillance control console.



personnel pipeline

One of the most tangible forms of recognition an employee can receive is to be selected for advanced education. FAA conducts several programs of its own. Many others are sponsored cooperatively by civilian and military arms of the Federal Government.

One prize among the Agency-sponsored programs is training for Air Transportation Systems (ATS) specialists which now accommodates six students per year. Also attractive is the Administrative Management Development (AMD) Program in which 20 employees participate each year. The ATS program involves one year of graduate level work with emphasis on mathematics and statistics. The AMD program provides one semester of university work combined with seven or eight months of FAA instruction, including two extensive field projects.

In addition to these and other Agency programs, additional Government programs are available to prepare promising career employees for future policy and management positions. These include: The Woodrow Wilson School of Public and International Affairs, the National Institute of Public Affairs Career Education Award, the Industrial College of the Armed Forces, the Air War College of the Air Force, the Bureau of the Budget's Systems Analysis Program.

The Woodrow Wilson School. This is a one year fellowship at Princeton University. An individual can plan his own program within the general objectives of increasing his understanding of the public service, broadening his horizons beyond his particular specialty and organization. The aim is to develop the administrative skills needed to cope with newer and larger problems.

Four FAA executives have participated in this program over the past four years. Jefferson Cochran of the Southern Region completed it in June. James H. Dow of the National Airspace System Special Projects Office has been selected for the 1966-67 academic year.

Career Education Award. Under this program, the National Institute of Public Affairs provides a year of study at one of eight participating universities. It is designed to prepare capable young men and women for high-level policy and management positions by broadening their outlook and understanding. Like the other programs, it is intended to complement and assist the in-house training programs. George E. Anderson, Southwest Region, completed it in June. He majored in political science at the University of Indiana Graduate School. Edward J. Pierson of the New Orleans Tower will attend Cornell University in September.

Industrial College. For the past seven years, FAA has participated in the resident course of the Industrial College of the Armed Forces at Fort McNair, in Washington, D. C. This course is designed to prepare selected senior military officers and key civilian personnel for important command, staff and policy-making positions in the national and international security structure. Emphasis is placed on the executive growth of students and on management and scientific decision-making. Robert I. Faith of Airport Services represented FAA in the class which ended last month and Charles H. Newpol of Washington Area Office has been named for the 1966-67 class.

Air War College. The FAA has sent one or two students annually for the last five years to the resident course of the Air War College at Maxwell Air Force Base, Ala. This is the highest level of professional military education offered in the Air Force. FAA's Cecil A. Commander of the Fort Worth Area Office graduated from the program in June. Raymond G. Bellinger and Warren C. Sharp, both of the Central Region, have been selected to represent FAA in the 1966-67 class.

Systems Analysis Program. This program sponsored by the Bureau of the Budget consists of nine months of graduate level work at one of several participating universities. It is intended to develop analytical techniques and the capability for creatively adapting these techniques to the public programs. The subject matter is very much like the Agency's Air Transportation Systems Specialist Program except that it is designed to support the planning-programming-budgeting system. Two Agency nominees, Stanley P. E. Price of SRDS and Ted O. McCarley of the Aeronautical Center, are now being evaluated by Stanford University and Carnegie Institute of Technology, respectively. Final selection will depend upon their acceptance by the respective Admission Offices at each university.

The Selection Process. All Agency employees who meet the educational requirements and grade levels imposed by the sponsoring organization can be considered for these programs. In all cases, the Agency attempts to select people who, in addition to meeting the requirements of the educational institution involved, show evidence of being able to do the required study, have an outstanding performance record and who appear to have potential for further management development. Considerable weight is given to the personal efforts applicants have made toward gaining an education.

The selection process starts with the immediate supervisor, but further screening of nominees is made at the area, regional, center and headquarters management levels before review by the Executive Personnel Board. The Board's selection recommendations are forwarded to the Administrator for approval.

Placement of graduates is handled as carefully as their selection. Several months before graduation, the background and personal preference of each student is considered in relation to openings throughout the Agency. The Executive Personnel Board recommends placement after considering all available data. The assignment is then made after the approval of the Administrator. This does not imply preferential treatment of selection for future management positions, because each graduate must compete with all other qualified employees for each opening and promotion opportunity. Each man creates his own future by his performance on the job. The educational opportunity simply enhances his inherent abilities.

Those who are interested in these programs should first study carefully the descriptions in the appropriate orders and notices. Then, if all qualifications are met, talk to the local training officer.

One paramount requirement should not be overlooked—willingness to make the required sacrifices. These include moving, meeting some unreimbursed expenses and the prospects of working in a new occupation at a new location.



Going My Way?

Some Western Region employees don't have to lay their life on the line commuting to work on the infamous Southern California freeways. But they are not without commuters' problems. These photos illustrate the diverse forms of locomotion used by some employees routinely getting to work each morning. Take two electronic maintenance technicians, Don Jefferis and Glenn Chamberlin, for example, as they head for their destination: a VOR site high in the Sierra Nevadas. 1 Don climbs up a galvanized passageway to . . . 2 meet Glenn. Together they slalom down the slopes as far as . . . 3 the rock tunnel leading to the navigational site itself. Their trip started via automobile from the Reno Airway Facilities Sector where they are based. These snow conditions persist in some parts of the Region through June. 4 No, he's not at Disneyland. But for Carl E. Daubendick, electronic maintenance technician at Salt Lake City, this tramway is his sole access to the Remote Control Air/Ground site atop Coon Peak. The tramway was built by a television station for its use in maintaining long-range antennae. But there're lucky fellows in any crowd and two are 5 Robert E. McAndrew and 6 Fred W. Stubbe, electronic specialists, who are heading for the man-made island containing the San Diego VORTAC. Mainland is a half-mile away. The site rests in Mission Bay.



