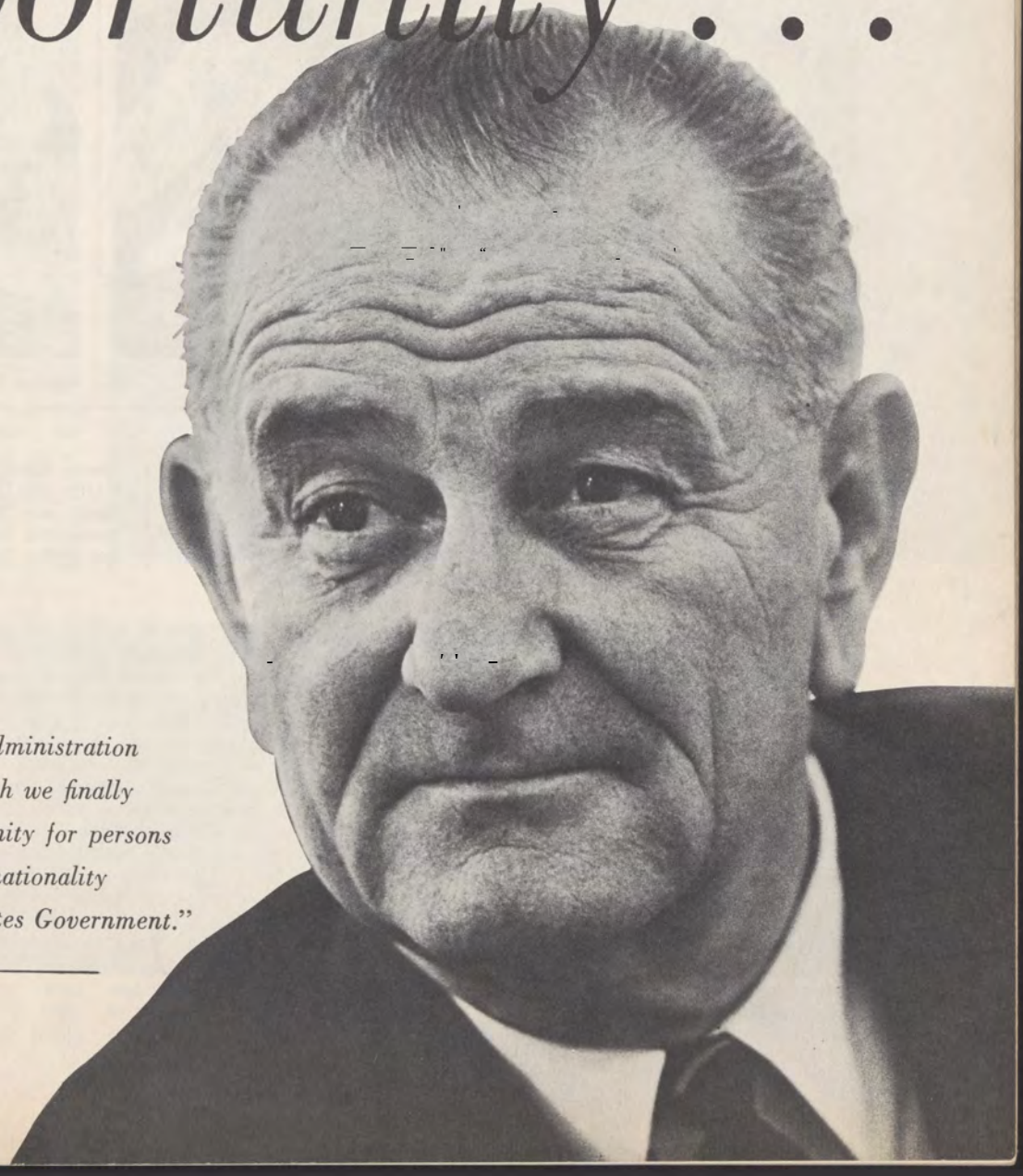
FAA HORIZONS

OFFICIAL EMPLOYEE PUBLICATION OF THE FEDERAL AVIATION AGENCY / SEPTEMBER 1966

full and equal opportunity . . .



"With your help, I want this Administration to be recognized as one in which we finally achieve full and equal opportunity for persons of every race, color, creed and nationality in every part of the United States Government."

President Johnson

COVER

Speaking about the equal employment opportunity program ". . . a goal of the Government that is very close to my heart," President Johnson said "I have high confidence and great hope that we can build a government where talent and energy and integrity will prevail and where discrimination will not."

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Billy's CHANCE

Now Billy Wilson Can Move Beyond Opportunity

Leo Powell: a strong lieutenant in the most profound stage of the battle . . .

The chartered bus—with the amateurishly-painted banner proudly boasting "Wakefield High School" flapping on its sides—pulled in front of Dulles International Airport. Its passengers, 15 youngsters of high school age, scrambled out as it stopped. A camera zoomed to an extreme close-up of one young dark face.

This scene opens the forthcoming FAA film, "How About Billy Wilson?", which will be the Agency's farthest-reaching effort to date in its equal employment opportunity program. Billy Wilson, the lone Negro member of a fictitious, but typical, Midwestern high school sophomore class, learns before the film is over that he can compete on a completely equal basis for one of thousands of jobs available in civil aviation.

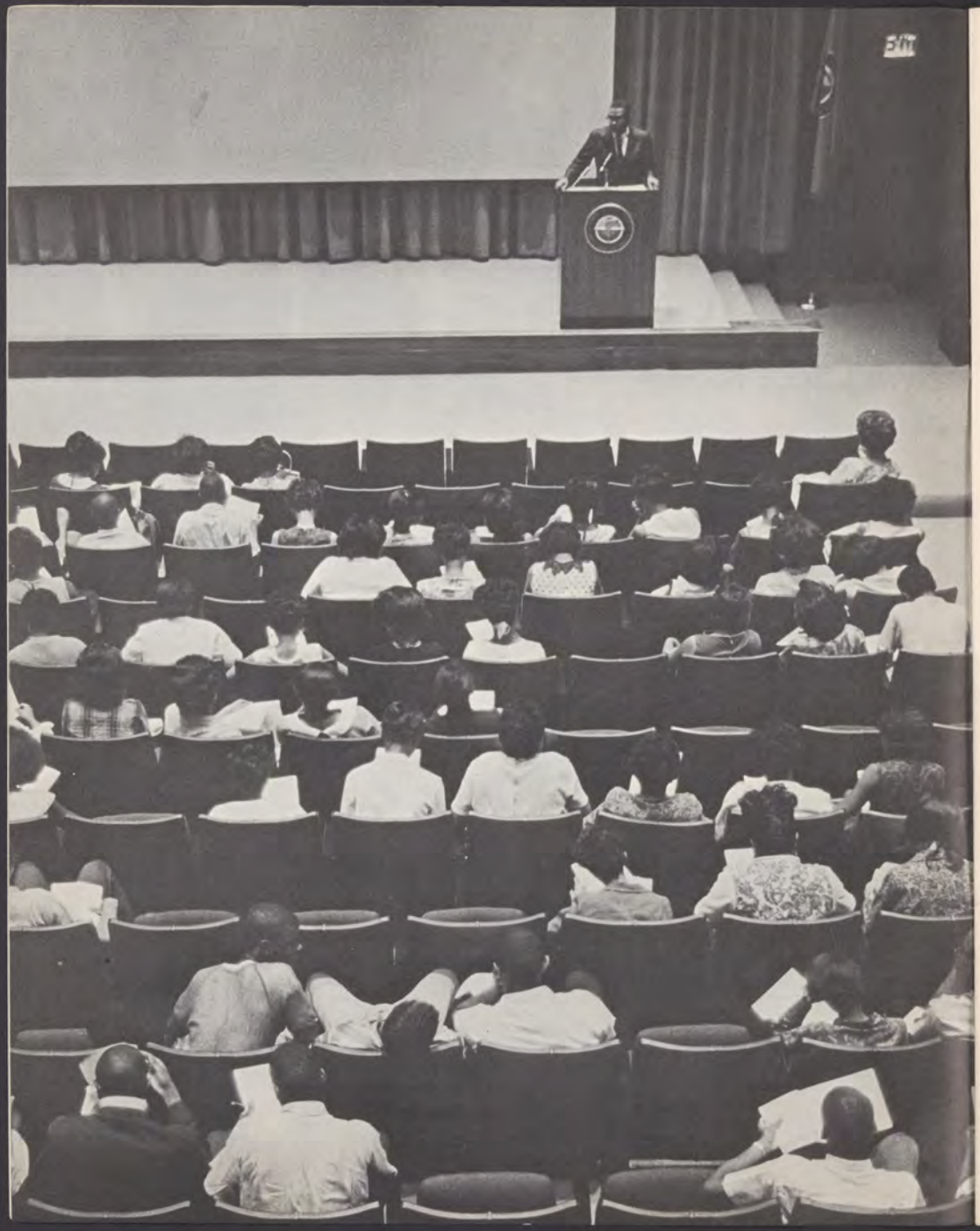
The film will be distributed throughout the nation to high school students and their counselors, with the emphasis on those schools heavily attended by youngsters from minority backgrounds. Written by two Washington Headquarters staffers, Sue Silverman of the Office of Information Services and Jim Helliwell of the Headquarters Operations Motion Picture Branch, the film emphasizes that FAA practices equal employment opportunity not merely because it is the law of the land, but because such an approach is the only way the Agency can be assured that it will continue to have the best qualified candidates for its vital activities.

The theme is not a new one. President Johnson has made it explicitly clear to his highest-ranking Department and Agency heads that he means business in calling for fair employment policies. In turn, General McKee has given the fair hiring mandate to all FAA officials and, within the Agency, there are several organizational components handling different aspects of the program.

But striking at the heart of the issue is a factor that has little to do with Government management practices, however sincere and ambitious. It is reaching the youngsters, most of whom have never ridden in an airplane or heard of a Form 57. It is getting into the schools to tell the youngsters that vocational limitations are not racial ones, but ones of knowledge, skill and experience. It is further encouraging high schol counselors to highlight aviation as an "open" career to all qualified people. And this is no easy task.

Perhaps it takes the energy of a pro football player, the dogged determination of a young realist and the sagacity of a patient, well-educated counselor. These qualities are prominent in the three young Negro men upon whose shoulders rests much of the FAA burden to recruit minority applicants into urgently-needed technological jobs. They are former football player Billy Brown in the Southwest Region; Leonard Carper in the Central Region, and Leo Powell in Washington.

These three men do a great deal of stumping in minority communities. Says Carper, "There is a general lack of information in these communities, even in the large cities. The employment centers are usually downtown where many



"Not just equality as a right and a theory, but equality as a fact and a result."

Negroes never go. I try to take the information directly to them." He spends most of his time in Chicago, Kansas City and St. Louis.

The Southwest has presented special problems but they have been deftly tackled by the husky Billy Brown. He deals not only with Negroes, but with the Spanish-speaking and Indian-Americans within his Region. Canvassing these minority communities he continually stresses the importance of high school and college degrees, or specialized technical training.

In Washington, Leo Powell is an effective liaison with national minority associations, as well as the Government's own various agencies devoted to the equal employment mission. A realist, he points out that too many excuses have been given to Negroes and other minorities why they haven't been hired in the past and as a result, it is hard to convince them now of the Government's sincerity. It is especially hard, he continues, because of the Agency's low turnover rate in its work force, and because most FAA jobs are in technical areas for which many Negroes are unprepared. He agrees with Carper who states, "Our challenge is to open job opportunities at an entry level that can be met by a larger cross-section of people. With job opportunities, they can eventually qualify for the more technical jobs."

But the three professional recruiters are diligent and, teaming with Regional personnel officers, they are penetrating previously impregnable areas. This year a significant portion of the Agency's 500 summer youth employees were members of minority groups and saw firsthand the scope of FAA activity. Powell has been primarily responsible for drawing 24 teenage girls to Headquarters as part-time, after-school typists and stenographers in the Vocational Office Training Program. Today, all the girls are high school graduates and are full time, regular FAA employees. In the Western Region alone, more than 76 per cent of its youthful employees in its Back-to-School program are of minority backgrounds.

At a more mature and professional level, the Agency has long since seen its first Negro and Spanish-speaking air traffic controllers, electronic maintenance technicians, telecommunications operators, statisticians, management analysts and information retrieval specialists, as well as others in technical and professional spheres. The FAA has martialled its strongest lieutenants in the battle for civil rights.

As the President said in his now-famous Howard University address last summer, "We seek not just freedom, but opportunity . . . not just legal equity, but human ability . . . not just equality as a right and a theory, but equality as a fact and as a result."

Billy Brown: pro tackles tougher game . . .

Leonard Carper: seeks new entry levels . . .

When these three youngsters graduate from their respective colleges after summer and part-time jobs in Headquarters, they'll get full-time FAA work.

Above: "Contact!" Jules De Crescenzo tries his hand at rotating the **Snipe's** wooden propeller while Richard Clause prepares to do battle with the enemy. **Right:** History's answer to the **Batmobile** is this Passett ornithopter with Walter Cederland trying to get the bird off the ground. **Below:** Aerial P. T. Barnum is Cole Palen, who boasts one of the world's most extensive collections of vintage craft. This 1912 Thomas Pusher is grounded.

PALEN'S FLYING CIRCUS

A red Fokker and a Sopwith *Snipe* jockeyed for position during the dogfight. Then, with its twin Vickers machineguns hammering in staccato, the Sopwith lined up behind the Fokker and riddled it with bullets.

Emitting plumes of black smoke, the Fokker plummeted earthward. At the last minute, though, the pilot was able to regain control and straightened out his plane, bringing it in for a safe landing on the dirt airstrip. Minutes later, the *Snipe* touched ground and its pilot, clad in his World War I flying regalia, scrambled from the cockpit waving victoriously to the crowd applauding him.

The scene was Old Rhinebeck Aerodrome—not in France in 1918, but in New York State in 1966. The pilot strutting off the field was Cole Palen, a 40 year-old showman who is the owner of one of the world's most extensive collections of flying vintage aircraft. And in the audience assembled to watch Palen's Flying Circus were FAAers Walter Cederlund, Jules DeCrescenzo and Richard Clause—all of the Teterboro, N.J., GADO.

In addition to their amusement and interest in Palen's monthly air show over his Aerodrome from May to October (during the rest of the year he goes on the road), the Teterboro GADO staff oversees the circus for safety.

GADO chief Walter Cederlund explains, "We issue not only an FAA Airworthiness Certificate for each airplane that Palen maintains in flying condition, but also spell out the operational restrictions. These vary with each aircraft, but essentially the idea is to insure that safety is in no way derogated."

Elaborating on these specific restrictions, Jules DeCrescenzo who, as the GADO's principal maintenance inspector, is directly responsible for assuring the airworthiness of the Circus, says: "For one thing, only day VFR (visual flight rules) flights are permitted. This, of course, means no flying at night and only when weather conditions permit in the daytime. He cannot carry persons or property for compensation or hire. His exhibition flights must be conducted only at air shows or other similar gatherings.

"Practice flights may be made only within a five-mile radius of Old Rhinebeck Aerodrome. All ferry flights must be made to avoid areas having heavy traffic and Palen must stay clear of congested areas so as not to endanger people or property on the ground.

"I think it is important to note, too, that the certificates we issue are good for only one year. When such old aircraft are involved we obviously should inspect them annually."

Palen himself appreciates the intense monitoring he gets from the GADO personnel. "Oh heck," he says, "the FAA thoroughly inspects my airplanes. If they say they're okay, that's good enough for me."

Seemingly impervious to the danger of his aerial stunts in planes that have seen better days, Palen almost regards the hazards as a commercial asset. "Once in a while I ground loop one and then the next day the show is always packed. They come back just to see if this crazy guy will break his neck today or not."

A frequent onlooker with a less macabre curiosity is the GADO's operations inspector, Richard Clause. A pilot and aviation history buff, Clause enjoys Palen's static displays as much as his airborne antics. Commenting about Palen's Bleriot II, he offers an interesting historical footnote.

"In May 1909, the Bleriot became the first plane to fly the English Channel. Bleriot himself was at the controls, and he took off from Calais, France, headed for Dover. His top speed was about 35 miles per hour.

"What made Bleriot's flight one for Ripley was something that occurred about half-way across the Channel. His engine overheated and it appeared certain he would have to ditch. Out of a clear blue sky a rain squall came up. The rainfall cooled the engine and permitted him to fly on to Dover."

Palen's collection also includes a Thomas Pusher that set an endurance record in 1912 of 3 hours and 52 minutes, and a Passet ornithopter, a flapping wing oddity built in 1912 that was airborne once for a distance of 10 feet and never got off the ground again.

But when possible, Palen will take a vintage craft to the air—*if* it is determined airworthy by FAA. Says Cederlund, "Palen is an excellent pilot and equally important, takes good care of his aircraft. They may look flimsy, but within their limitations they are good planes and should go on for many more years."

The line between flimsy and flyable is not really Palen's to draw: it must be made clearly distinguishable by the Teterboro GADO staff, who combine their expertise in aviation technology with their avocational nostalgia for the spectacle of wild air battles between planes delicately constructed of wood and cloth, ending only with the spiralling down of the vanquished combatant.

The red Fokker survived the day's dogfight over Cole Palen's Old Rhinebeck Aerodrome in New York State. It is delicately being eased into its hangar, to rest for its subsequent aerial acrobatics in Palen's Flying Circus. The German Fokker was a World War I single seater scout—agile but fragile—that today, as part of Palen's fleet, enjoys more peaceful service.

Harper's not balancing on his fingertips. He's standing square on his feet, but on the ceiling. In this NASA weightlessness test, the others were held down.

The Soundless But Boundless World of...

Ray Harper

By Sue Silverman

Ray Harper listens with his eyes instead of his ears. But his impressions of the world come to him much as they do to anyone. This fact makes the young FAA computer programmer and part-time NASA guinea pig especially remarkable.

At birth, 34 years ago, Ray was a perfectly normal infant. But at 13, playfully rough-housing with his friends, he incurred a freak injury causing immediate spinal meningitis. Within three days, Harper was left totally deaf.

Today, Harper is a full-time member of the Washington Headquarters Data Processing Division staff and also a participant in the Gemini and Apollo space vehicle programs. Living in a silent world, he nevertheless has broken the sound barrier of society and aerospace.

After the tragic accident and a long period of recuperation, Ray Harper attended a special school for the deaf in Pennsylvania, his home state. After graduation he entered Washington's Gallaudet College, one of the nation's most outstanding educational institutions for the deaf. But his academic record was so creditable and his lip reading fluency so facile that he transferred in his sophomore year to the American University in Washington and entered into the regular curriculum. Harper earned a master's degree in business administration in the same amount of time as his classmates, many of whom never realized he was deaf.

Gallaudet's placement department helped him find his first job—as a programmer for the Internal Revenue Service in Detroit—and from then on, he was on his own. Learning that FAA was looking for programmers, he applied to Washington for a job and got one. He has been in the Data Processing Division for slightly less than a year.

One of Ray's most unusual extracurricular activities is his regular participation in a joint Navy-NASA testing program that is related to the Gemini and Apollo projects. He is one of nine similarly deaf men to undergo psychological and physiological tests of spatial disorientation, weightlessness and motion sickness, which have dogged the manned space efforts of both the United States and the Soviet Union. Having lost the function of their inner ears—the centers of balance—Ray and his deaf colleagues are not bothered by motion. The medical researchers supervising these programs, which are being sponsored under the auspices of the American Institute of Biological Sciences, are expressing optimism that astronauts can be taught to overcome the effects of motion sickness.

During these tests Ray has lived for 12 days in a rotating room, revolving at constant velocities; he has sailed the rough North Atlantic seas on extended cruises, and has flown in specially-equipped Air Force aircraft that have created a weightless environment. Most of the groundwork is done at the Naval School of Aviation Medicine in Pensacola, Fla.

In spite of his vocational success, Ray's life is nevertheless spent quietly, without television, radio and telephones that most people take for granted. He loves to read, occasionally bowls, and in what must be a fascinating relationship to eavesdrop on, currently is dating a Venezuelan girl who speaks only Spanish (Ray does not). He has his own apartment in Arlington, Va., drives a sporty convertible, and like most bachelors, is heavy-handed in the kitchen save for frequent TV dinners.

In fact, what makes Ray Harper different is that he is not different. Refusing to become isolated in a silent prison, he has translated the sensations of sound into an unheard, but understandable, idiom. That he has succeeded is due, in large part, to his self-imposed refusal to ask favors and accept pity. But in a larger part, perhaps, his ability to enter into the daily competitive race with normal peers is directly traceable to an inate sense of optimism and cheer: when the shadows fall across his path, Ray Harper waits patiently for the next bright day.

For 12 days he lived in this "room" rotating 10 times a minute at a 30° angle.

He credits affable Elsie Kriske for making life infinitely easier at FAA.

SATELLITES: Sentinels of Aviation Weather

By Newton E. Lieurance

The author, Newton E. Lieurance, is a meteorologist and Director of the Office of Aviation Affairs of the Environmental Science Services Administration (ESSA). He also serves as advisor on environmental service matters to the FAA Administrator.

If someone had told me, when I was just getting started in aviation weather, that within a relatively few years earth-orbiting satellites would routinely supply us with meteorological data directly applicable to aircraft operations, I would have questioned his sanity. Also, at that time, just prior to World War II, I would not have guessed that my work would later involve me in preparations for supersonic aircraft operations.

It turned out that the timing of these two great events was quite fortunate in that the science and technology of the one supports the industrial development of the other. This is true not only of the SST, but of the other segments of aviation as well, where, in our country, the air is all but saturated with general aviation and air carrier traffic, and where intercontinental air travel is commonplace, traversing all parts of the world including the polar regions.

Early in 1966, the first two ESSA satellites and Nimbus II were launched, giving the world an operational weather satellite system so designed that storms over the world would be viewed three to five times a day, and located within an accuracy of one degree of latitude. Also, these satellites make it possible to locate those jet streams which are associated with clouds, large frontal systems, the inter-tropical convergence zone, waves in the easterlies and, of course, tropical disturbances and hurricanes. On a smaller scale, satellite pictures also reveal areas of mountain waves, coastal fogs, valley fogs and continuity of cloud type and distribution. In the tropics we are able to determine, from the appearance of thunderstorms, the direction of the high level wind shear and, more important, the wind velocity in tropical hurricanes.

We are able to do all these things now and all are important to aviation. In the early days of Tiros we were fascinated by this new capability for determining the general weather picture over the oceans and other areas of sparse data. New skills have now been developed which enable us to sharpen, and in some cases to correct, analyses over water and land areas having substantial data coverage.

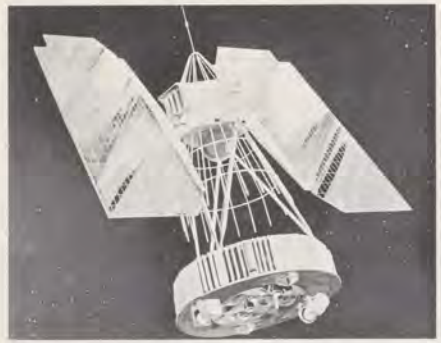
Over half of the Weather Bureau's Aviation Forecast Centers have, or soon will have, the capability to receive Automatic Picture Transmissions (APT) in facsimile readout form, enabling the ground station to acquire, directly a sequential set of satellite pictures showing cloud cover over the surrounding region.

With three to five such pictures daily, a greatly improved watch can be maintained on standing wave cloud developments, lee effects on cloud patterns and snow cover, cloud forms and patterns over adjacent ocean and other sparse data areas. These situations have already been experienced and have demonstrated clearly the great potential of this new observational tool.

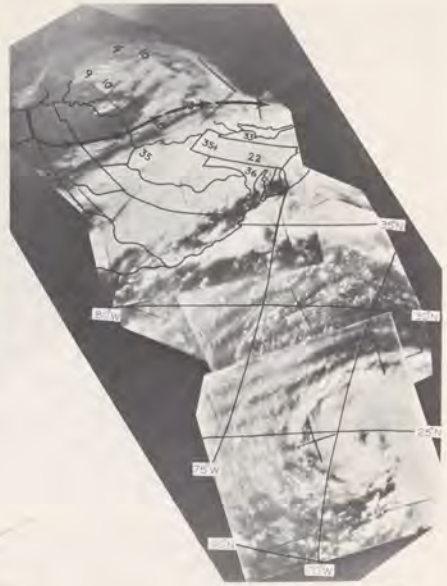
So far, this discussion has been about things that can be determined from the present television satellites. Newer satellites, such as Nimbus II, contain instrumentation that not only produce cloud pictures, but also measure the temperature of the top of the clouds, at the surface of the earth and at the surface of the ocean. From the cloud top temperature, the height can be estimated within about 2,000 feet. A more exact height determination is possible when the temperature profile is known from other observational methods. This, and the temperature profiles themselves, are useful elements for flight planning and operation. Also, by determining the heights to which various cloud layers extend, it may be possible to do a better job of identifying the location and extent of turbulence in cirrus decks.

Another type of cloud information which will be of particular importance to aviation will come from the future synchronous altitude satellites. These satellites will be positioned at about 22,000 miles above the earth over the equator, remaining stationary over a given spot on the earth. From this height, each of these satellites will be able to observe, continually, about one third of the earth's surface. This will enable a rather continuous view of storm systems, giving us the ability not only to locate all large storms within this area, but to measure their movement and watch their growth and decay with an accuracy far beyond what we are able to do now. The value of such information to flight operators and pilot weather briefers is obvious.

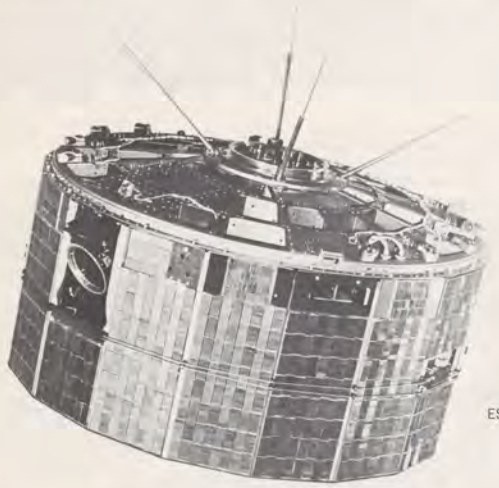
Looking ahead to the supersonic transport era, it is easy to imagine that, for the en route phase, the overall schematic weather picture could be based, to a large extent, on the products of the synchronous satellite, while the data collected by satellites equipped with infrared radiometers would assist in the determination and prediction of temperatures, winds and turbulence distribution in the stratosphere.



Nimbus II can obtain temperature data at various levels.



Tiros V obtained the general weather picture of large areas.

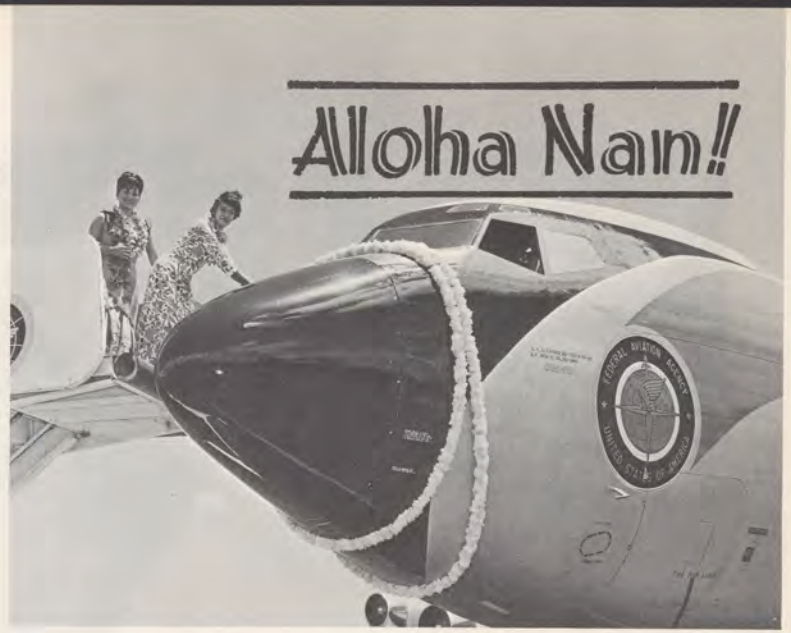


ESSA satellites helped pinpoint storms.

These are just a few of the highlights of what is being done with meterological satellites and what can be expected in the foreseeable future. It is clear that these satellites offer an observational tool of tremendous potential; adding to, not replacing, the usual methods of observing weather parameters. Much has yet to be done to integrate this tool with day-to-day operational procedures. The accomplishments up to this time leave little room for doubt that weather satellite operations will prove as directly beneficial to aviation as they will to meteorology as a whole.

Aloha Nan!

Receives Traditional Hawaiian Greeting Upon Arrival . . .



N-98 was draped with the traditional Hawaiian leis by Elsie Knudsen (left) and Alma Yee when the jet arrived at Hickham AFB.

Peggy Schuck (right foreground) greets the new Pacific Region employees and their families. From the top are: Mr. and Mrs. Richard Teixeira and daughters, Wendyl and Sandra; Mr. and Mrs. Charles Burge and children, Mark and Leslie, and Mr. and Mrs. Sherman Daugherty and year-old daughter, Duffy.

Above: Director Swatek accepts a scroll and N-98 replica from his Deputy, Hugh Laing, who made the presentation for Aero Center Director Lloyd Lane. John Cyrocki (center) watches.
Below: Elsie Knudsen (left) and Coke Cyrocki say aloha with orchids.

After the 3,300 mile non-stop flight, the crew poses alongside the N-98. From left are: Roy Johnson, airplane commander; Donald Tyson, navigator; Robert Schweitizer, flight check technician; Charles Burge, flight engineer; Marion Davis; Sherman Daugherty, co-pilot, and Robert Ishii, cabin attendant.

"NAN" has a new home in Hawaii.

A KC-135 jet designated FAA N-98, or "NAN"-98, was transferred recently from the Aeronautical Center in Oklahoma City to the Pacific Region. At Hickam Air Force Base, Honolulu, this new NAN received a typical Hawaiian welcome, complete with two huge leis ringed around her newly painted black nose.

N-98 became surplus equipment in the revised flight inspection program and was moved to the Pacific Region to absorb the increasing work load and to give a more efficient and responsive service to the military and the flying public. It is one of two KC-135s purchased by FAA in 1960 to provide high altitude inspection of the airway systems and to provide jet orientation to FAA pilots.

At the Aeronautical Center, it was maintained for the FAA by the Air Force at Tinker AFB. Now based at Hickam AFB, it will be maintained by Air Force specialists, under a special FAA-USAF agreement.

The converted jet tanker, a military counterpart to the Boeing 707, is equipped with highly-sophisticated electronic flight test instruments. The flying electronics laboratory will fly throughout the Pacific Region checking navigational aids. It will also be used on logistics missions to Wake Island and Guam.

The jet aircraft replaces three propeller-type *Constellations*. The KC-135 will enable the Pacific Region to keep pace with the rapidly expanding aviation industry in the Pacific. A DC-3 will be used for flight inspection missions of the airway system in Hawaii.

During national emergencies, N-98 will also serve as an airborne command post. It will also provide emergency evacuation of personnel and records.

In a brief *Aloha* ceremony held on the parking ramp of the Military Airlift Command passenger terminal at Hickam AFB, Pacific Regioners Elsie Knudsen and Alma Yee, clad in colorful Hawaiian-print dresses, draped two leis, each 20 feet long, around the black nose of N-98. The leis were the handiwork of Mrs. John Cyrocki, wife of the Pacific Region's Flight Standards Division chief.

Director Phillip M. Swatek headed a small contingent of Pacific Region and Air Force welcoming officials. First to disembark from the aircraft was his Deputy, Hugh K. Laing, who presented Swatek with a small replica of N-98 and an aircraft transfer scroll from Aeronautical Center Director W. Lloyd Lane.

Other passengers disembarking were families being transferred from Oklahoma City to the Pacific Region. These included the Daugherty family: Sherman and Betty with their year-old daughter, Duffy; Charles and Gladys Burge, with Mark, 14, and Leslie, 7, and Richard and Virginia Teixeira, with Wendyl, 12, and Sandra, 10.

Roy Johnson, chief of the Pacific Region's Aircraft Management Branch, Flight Standards Division, piloted N-98 on the 3,300 mile non-stop flight to Honolulu. Members of his crew were Sherman Daugherty, co-pilot; Donald Tyson, navigator; Charles Burge, flight engineer; Robert Schweitizer, flight check technician; Richard Ishii, cabin attendant, and nine Air Force maintenance airmen.

Mrs. Elizabeth Sirridge Bowers, now working towards her private pilot's license, is the first woman named to the panel of FAA hearing officers.

The Court of LAST RESORT

Beth Bowers' appearance belies the fact that she makes tough decisions daily with cool detachment. Mrs. Elizabeth Sirridge Bowers is an articulate and attractive woman whose intelligence would propel her to the top in any activity—as it did recently when she was named to the FAA's four-member hearing officer panel. She is the first woman appointed to the position.

As a member of the panel, Mrs. Bowers conducts hearings and renders final decisions on charges involving airman certificates which are required for such aviation activities as pilots, mechanics and flight dispatchers. Like the other hearing officers—Harold Leeper, John Hunter and Fred Woodlock—Mrs. Bowers acts on behalf of the FAA Administrator to amend, modify, suspend or revoke any certificate issued by the Agency. She also hears and recommends final action on FAA employee grievances and personnel adverse actions to the Agency's appeals officials.

When the now-famous Project Tightrope group examined the FAA's rule-making and enforcement procedures in 1961, it recommended that the accused violator be offered a trial-type hearing before an independent FAA hearing officer who had the power to decide the case and impose punishment. The hearing officer would act as judge; each side would be represented by counsel. The suggestion was adopted and the Agency established a panel of hearing officers.

Actually, the four hearing officers, who travel throughout the country about half their time, are involved with two kinds of cases. The more frequent is the enforcement case, in which the hearing officer renders the final decision on behalf of the Administrator. It is the ultimate Agency verdict. The certificate holder may appeal the FAA verdict to the Civil Aeronautics Board.

The other instance involves the FAA employee who has initiated a grievance action against his superiors or who has had an adverse personnel action taken against him. In this kind of case, the hearing officer acts as an advisor, but the final Agency decision is made by the Regional Director or the Service Director in Washington. Beyond the Agency level, the employee may take his case to the Civil Service Commission.

Each of the panel's hearing officers is an attorney. Mrs. Bowers majored in political science at Kansas State University and went on to get her law degree at Washburn University. After teaching law at Washburn for two years, she spent two years as a member of the Creighton University School of Law faculty in Omaha, Neb.

Beth, a native of Topeka, Kan., then took the position of assistant district counsel with the Army Corps of Engineers in Omaha, where she primarily was involved with civil works and missile cases in the western states. In 1963 she joined the staff of the FAA's General Counsel as a trial attorney and member of the Contracts Appeal Panel. She is a member of the Kansas Bar and the Federal Bar Association.

Like her colleagues, Mrs. Bowers functions independently, but for administrative purposes reports to the Executive Director of the Agency Regulatory Council.

When not traveling or doing her homework, Mrs. Bowers enjoys a weekend on the golf course or on the water, sailing and skiing. She practices extemporaneous speaking as a member of the Headquarters' Toastmistress Club and keeps her slim figure by bowling weekly in the FAA league. Her most recent venture, which she has approached with her characteristic energy and determination, is not entirely extracurricular: she is a student pilot working toward her private ticket.

Each of the members spends about half the time traveling, hearing cases across the United States. The rest of their time is spent in study and research. **Top left:** Hal Leeper (right) conducts hearing. FAA lawyers face camera. **Above:** Fred Woodlock shares office with another devil's advocate. **Lower left:** The panel has its own modest library, where John Hunter is shown reviewing facts of an airman violation charge.

ALASKAN TOUR:

Flavorful and Exciting Experience

The modern building predominating this aerial shot of Anchorage looking west is the Alaskan Regional Headquarters. Personnel have a scenic view of the inlet.

Anchorage International Airport is a crossroad for polar flights.

Southern Region Director James Rogers also served in the far north.

Big town got you down? Are you driving the freeways more and enjoying it less? Then an assignment in the Alaskan Region might be just the thing for you—and your family.

In its eighth year of statehood, Alaska still retains much of the flavor and excitement of the western frontier at the turn of the last century. It is a wonderful place with mighty mountains and glaciers, tremendous distances, wild animals, rich resources and interesting people.

Perhaps it is the people who make Alaska the most interesting place of all. Friendly, fiercely independent, intelligent—there are more college degrees per capita in Alaska than in any other state—they have a *joie de vivre*, a zest for living, which one would find in few other places.

In an under-developed land of this size, transportation is always very important. In its early days, before the Russians sold Alaska to the United States in 1867, transportation overland was limited by the mountains and great tundra areas. Men traveled mostly on the rivers and along the coasts. The natives used dog sleds in winter, and many still use them. When the great gold rushes in Alaska and the Yukon Territory occurred in 1895, 1897, and 1900, the horse was the principal draft animal. However, the horse was not generally adaptable to Alaska, principally because food for horses had to be imported. The steamboat was more important in settling Alaska. Its influence saw population centers spring up along the coasts and rivers.

Then the airplane became Alaska's natural vehicle. The airplane could operate in summer when the dog team and sled could not be used and throughout the winter when rivers were frozen.

Alaska can be a richly rewarding experience for anyone. With aviation and air transportation its major activities, air traffic controllers, airway facilities technicians, flight inspectors and all the others who support the effort have a special appreciation of the important work they do.

Alaska also is a wonderful place to raise children. Its schools rate with the best. Many employees find the time to pursue their quest for higher education in Alaska's fine universities and colleges.

To straighten out a few possible misconceptions about an assignment in Alaska: first, it is not the end of the career line. The fact that people went to Alaska and didn't come back—or so it seemed—can be explained. They probably didn't want to leave this haven.

Likewise, opportunity for advancement in the 49th State is evident. The Region has been the spawning ground of executives. Many of today's FAA leaders served tours of duty in Alaska.

These include: Regional Directors—Joseph H. Tippets of the Western Region; Henry Newman of the Southwest Region, and James Rogers of the Southern Region; Regional Deputy Directors A. L. Coulter of the Southwest Region and Allen D. Hulen of the Europe, Africa and Middle East Region; Glenn E. Goudie, Director, Systems Maintenance Service, and J. B. Hogan, Deputy Director, Installation and Materiel Service, and other key FAA managers—B. F. Zvolanek in Washington; Hervey Aldridge in San Francisco; Hobart Douglass in the Southern Region; A. E. Horning in the Western Region; Jennings N. Roberts in the Pacific Region and F. E. Unti in the Central Region.

Getting to—and out of—Alaska was made easy recently when the Agency established the Restoration and Return Rights (RRR) Pro-

Left: Joe Tippets as he looked in Alaska in 1941. **Above:** Allen Hulen tried fishing in his spare time in Alaska.

Above: George Gary is the Alaskan Regional Director today.
Left: Now in Fort Worth, the Henry Newmans reminisce of their Alaskan tour of duty.

Left: Vocationally and avocationally Wallace and Iris Stripling live airplanes. Both are FAAers in Anchorage. **Below:** If not by air, by sea. This FAA tug shuttles employees from Kodiak to Woody Island — a 12 minute trip each way.

Above: A major hobby for FAAers in Alaska is hunting and fishing, where aircraft come in handy. **Right:** Another recreation activity is ham radio operations, and U.M. Culver is Anchorage Amateur Radio Club president.

ALASKAN TOUR . . . / *continued*

gram. It affects all who are recruited, reassigned or transferred from the Continental United States.

This is how the RRR program works. Anyone completing a two-year tour in the Region is eligible to return to the domestic service at the grade held immediately prior to accepting the Alaskan assignment. If he was recruited from outside the Agency, he is eligible to return at the grade level assigned at the time of recruitment. At the time he completes two consecutive two-year tours of duty in the Region, he is eligible to return to the domestic service at the grade held at the time of exercising his rights, or at the grade held immediately prior to accepting the Alaskan assignment, whichever is higher. If he wishes to remain for a third tour in the Region and still retain his return rights he can submit a request for extension. If both the Alaskan Region and the domestic region of jurisdiction concur in the decision that this will be in the best interest of the Agency, an extension can be granted. Beyond six years, return rights are surrendered.

As an added inducement to come to Alaska, Public Law 737 provides free transportation every two years for the employee and his family to and from his home "outside." The usual reaction of a family upon returning from "737": "It's great to get back to Alaska!"

"An assignment in Alaska could be the most interesting and rewarding in your career," says Alaskan Region Director George M. Gary. "Alaska is on the move, and it's moving on the wings of airplanes. If you are energetic, and know your job, there is a place for you on our team." */By George T. Fay.*

Ray Lansbery explains a problem to Earl Braaten; Rex Ballew works the console.

Technicians check radar patch panel.

"Simulator Useable."

This innocuous sign hangs on the door outside the Salt Lake City Center's Radar Controller Training room. Behind the sign hangs a tale—a tale of teamwork and of the special skills of the Center's personnel.

Their combined talents have created a dependable, virtually trouble-free, heavy duty radar simulator which is providing the area's radar operators special refresher training.

Although the sign has another side—"Simulator Unuseable"—it is rarely seen because the Center has kept it 98 per cent operational through its technical expertise.

The simulator produced by Center teamwork was created by many men. Controller Clayton Fike, who has a woodworking talent, used bits and scraps of plywood to create the control sector which surrounds the RBDE-4 radar display. He also built the stands which hold the tape recorder and the vertical display.

Controllers DeRees Christensen and Robert Hutchings pitched in too. They located unused coaxial cable and strung it through the building ducts from the basement to the second floor training area. In the basement they installed a patching panel to permit one to seven radar systems to be piped into the simulator over one set of cables. They also made circuitry changes which permitted the union of the old Servonics simulator and live returns from various radar systems.

Another link in the Center's teamwork was John Clark, a communications technician, who "cannibalized" parts from obsolete equipment units and adapted them to the custom-made simulator communication system.

Once the simulator was constructed, air traffic control specialists Blaine Tempest, Bernard McEnany and Ray Lansbery created the radar problems for the simulator. These included radar system failures, heavy traffic under near-saturation, non-radar conditions, altitude changes, flow control and rerouting of aircraft.

"The simulator has been a tremendous aid in training," W. J. Decker, Salt Lake City ARTCC chief said. "The caliber of the Center's radar services has improved through increased use of the simulator."

The simulator's versatility has made it a very useful tool for training. The simulator displays primary and secondary radar returns from the Center's seven long range radar systems. In addition, it monitors communications to or from the Center's 16 radar sectors. Other features permit six students or instructors to exchange control data on the independent communication system: tape recordings may be played through the speaker system and instructors can talk directly to any control or coordinator position in the Center's control room on a special telephone hookup.

The success and popularity of the simulator has been reflected in the increasing number of air traffic control specialists who have asked to participate in radar simulator exercises.

Salt Lake City Center personnel have worn a path to the door marked "Simulator Useable," a further tribute to the teamwork that created the tool that has given the area's air traffic controller the training he needs to provide the aviation public with the best possible radar air traffic control.

Clayton Fike checks a point on the monitor display.

Always Active!

Jordan pulls his comm unit along a runway.

At remote sites an antenna is used.

Norris Tidwell (left) and Albert Gallagher of the Dallas AFS check runway equipment as the comm center keeps them in touch.

a little red COMM wagon

When the Dallas Airway Facilities Sector's communications (comm) unit needed a portable lightweight communications set, they didn't requisition it. Instead, Charles W. Jordan, chief of the sector, and his technicians built one to suit their needs.

Designing the unit to provide immediate communications during emergencies in towers, flight service stations and combined station/towers, the Dallas AFS put together a small self-contained package consisting of three UHF transceivers and one VHF transceiver. A built-in 12-volt automobile type battery is used for internal power.

Fully portable, the 75-pound unit, which measures 36 by 12 by 12 inches, is fitted on the wheels and carriage of a child's "little red wagon" for ease in moving it to a location. A combination of handles and wheels on the unit also facilitates its handling.

"The first practical use test was at Love Field," Jordan said. "An engineering technician, working in the light lanes on an active runway, needed radio contact with the tower. He rolled the communications wagon to the site where he pulled it along the lane as he did his work.

"The unit was ideal on this assignment," Jordan reports. "It was less dangerous and awkward than a radio-equipped car."

It has also proven very useful to measure frequencies, to monitor blind spots in voice transmission on the airport and on special occasions to plot antenna patterns. Its portable and lightweight characteristics make it ideal in motor vehicles, at remote accident sites where a vehicle can not travel, during power blackouts, and at fly-ins where a temporary tower is needed, Jordan added.

With Dallas AFS technicians working at three Dallas airports—Love, Redbird and Addison, all areas of concentrated construction work, the portable communications unit becomes an invaluable tool when utility lines to any of the three towers are disrupted. "We are set up and in business as soon as we arrive. We just flip the switch and start operating," Jordan said. "There is no heavy equipment such as a generator to be jockeyed into place."

Either built-in or external antennas can be used. The external whip-type antennas can be removed from the basic unit and erected nearby.

Separate internal batteries are used for the UHF and VHF sets, with the maximum battery life of 3.2 hours when all VHF receivers and transmitters are in operation and 8.4 hours when one is used. The UHF receiver and transmitter battery life is 10 hours. The unit operates on DC only, DC while charging on AC, or AC only. Operation of the unit is unlimited with an adequate auxiliary battery or AC power.

Jordan said he could duplicate his portable communications unit with $57 for parts, plus existing electronic equipment and about 30 hours of labor. Affirming this are his technicians: Lawrence Wing, Al Gallagher, Bryan Tucker, Grady Leslie, Finner F. Bell, Raymond Bennett and Robert Leader.

Jordan has been modifying FAA equipment since he joined the Agency in 1958, first at Meacham Field, Fort Worth, and then the old Fort Worth SMDO. He spent several months in Berlin, Germany, as a technician installing a Doppler VOR and was reassigned to Dallas when he returned in 1962.

Since then he has modified several pieces of communications equipment, including a transistorized intercommunications handset which is in use at the Dallas FSS and VORTAC and a safety interlock bypass for the TUO transmitter.

BRIGGS QUALIFIES AS JET CARRIER INSPECTOR

John R. Briggs of the Chicago Air Carrier District Office, recently completed a six-week course at the FAA Academy in Oklahoma City to become the first Negro to qualify as an FAA air carrier operations inspector in jet aircraft.

Since 1963, following his retirement from the Air Force, Briggs has been flying only piston-powered aircraft at the Chicago ACDO. However, Briggs has flown 5,000 hours during his Air Force career, including 2,000 hours in jet bombers while assigned to the Strategic Air Command.

As an air carrier operations inspector for the FAA, Briggs has been giving qualifying flight checks to airline captains, first pilots and flight engineers. He also rides with airline crews to observe their cockpit procedures and compliance with FAA regulations.

After completing specialized training at the FAA Academy, John Briggs of the Chicago Air Carrier District Office qualifed to serve as an FAA inspector in jet aircraft. He is the first Negro to earn this jet inspector rating.

Rotating Beacons: In by Mules, Out by Helicopter

In 1936 when 16 rotating airways beacons were installed in the mountains of Virginia, stretching from Front Royal to Bristol, pack mules were used for the job.

Now, 30 years later and no longer needed, the beacons have been dismantled and removed by helicopter.

Carter Hedgecock, chief of the Eastern Region's Lynchburg, Va., Airway Facilities Sector, supervised the dismantling and removal of the 16 beacons which have been turned over to the Division of Aeronautics for use at Virginia airports.

"It would have been too costly and too time consuming to hand carry the dismantled beacons to trucks at the foot of the mountain," said Hedgecock. "The entire dismantling and removal job by helicopter took about four hours. Using trucks it would have taken three times as long.

N. W. Wright of the Bluefield, W. Va., AFS, who helped maintain some of the beacons, said that the 16 beacon towers were part of the Washington-Nashville "light line" which aided many pilots flying the route at night. "Even flocks of migratory birds heading north made sharp turns to follow the path marked by the string of flashing beacons," said Wright, a 25-year veteran of the FAA.

SUCCESSFUL FLY-IN

FSS specialists James Dunlap and Ray Fitton of the Harrisburg, Pa., FSS, answered questions of visiting pilots at the Fly-In and Air Show held recently at the General Spaatz Field, Reading, Pa. Fifty thousand people attended the aviation show.

Helipads Constructed at Four Western Region Mountain Sites

Helipads are being constructed at four high sites in the Western Region: Ashton, Idaho; Lovell, Wyo., Cedar City, Utah at Blowhard Mountain, and Salt Lake City at Francis Peak, for emergency use.

The helipads will be used for evacuation of personnel and for delivery of emergency supplies when access by road is cut off or restricted or when the time element is a vital factor.

Each helipad includes a tie-down anchor and a wind sock to determine whether a helicopter landing is feasible.

Helipads have also been constructed at several ARTCCs under a national FAA program. Many of the new Centers are located in areas far from airports. Military personnel frequently visit the Centers on official business and many of these trips are made by helicopters.

In the Western Region helipads have been provided at the Denver, Seattle, Oakland and Los Angeles Centers.

One of the emergency helipads is under construction at the Francis Peak ARS site near Salt Lake City.

Weaver Given Air Force Award

Clifford L. Weaver, chief of the Washington Area Office's Flight Standards Branch, recently was presented the Continental Air Command's Meritorious Service Award in a ceremony at Andrews AFB, Md.

Weaver is a colonel in the Air Force Reserve's 459th Troop Carrier Wing. His award read:

"While serving in a number of responsible positions with the 459th Troop Carrier Wing, Colonel Weaver has displayed exceptional professional skill, knowledge and leadership in the performance of assigned duties."

FOUR TOP LEVEL WASHINGTON HEADQUARTERS APPOINTMENTS ARE NAMED

Four appointments to key Agency positions were made in Washington recently.

John R. Provan, Director of the Office of Management Services since 1961, was named Assistant Administrator for Appraisal.

Gordon A. Williams Jr., executive officer in Flight Standards Service since 1965, was named Deputy Assistant Administrator for Appraisal.

Clyde W. Pace Jr., Deputy Assistant Administrator for Appraisal, was named Deputy Director of the Bureau of National Capital Airports.

C. R. (Tex) Melugin, special assistant to Deputy Administrator David D. Thomas, was named Manager of Washington National Airport to succeed Edgar B. Franklin who is retiring.

Prior to joining the FAA in 1961, Provan was Assistant Administrator for Management Services in the Veteran Administration. From 1946 to 1958, he held administrative-management positions with the Federal Civil Defense Administration, Second Hoover Commission, Department of Defense and Bureau of the Budget.

From 1954 to 1957, Provan served in the Office of the Assistant Secretary for Defense where he became an automatic data processing (ADP) planner for supply and logistics. After joining the Bureau of the Budget in 1957, he developed and coordinated a government-wide program for applying ADP techniques to government operations.

Provan served in the Air Force from 1942 to 1946. He received his B.A. degree in political science from the University of Pittsburgh and his M.S. degree in public administration from Syracuse University in 1942. Since 1956, Provan has taught public administration at George Washington University where he is an associate professor.

Williams joined the FAA in 1948 following two years as a Pan American Airways pilot. For the next 16 years he worked as an FAA air carrier flight operations inspector and supervisory flight operations inspector in Des Moines, Iowa; Omaha, Neb., and St. Louis, Mo. In 1964 he transferred to the Kansas City Air Carrier District Office as a supervisory air carrier inspector. In 1965 he moved to Washington to become chief of the Flight Standard Service's Evaluation Staff and until his new appointment, executive officer of the Service.

Williams began his aviation career in 1940 at Jacksonville, Fla., where he took Navy flight training. He attended the St. Louis University where he received a certificate in accounting.

For the past year Pace has been the Deputy Assistant Administrator for Appraisal. Prior to that assignment he was chief of the Central Region's Airports Division for six years and chief of the Airport Standards Division, Airport Services, in Washington, for two years.

Pace began his career in 1946 as an airport construction engineer for the State of Missouri. He later became chief of the aviation section, State Resources and Development Commission. In 1951 he joined the Civil Aeronautics Administration, as an airport operations officer at the Kansas City Region Headquarters. He left the CAA in 1953 to become chief engineer with Philadelphia's Division of Aviation. In 1956 Pace returned to the CAA's Kansas City region office as chief of the Airports Division.

Pace attended Park College and the University of Kansas where he received a B.S. degree in 1941. A World War II Air Corps bomber pilot, he now holds a commercial pilot's license with an instrument rating.

Melugin joined the FAA six years ago at the Aeronautical Center. In 1962, he transferred to Washington National Airport as pilot-in-command of Washington-based aircraft and as an instructor and check-out pilot.

He was promoted in 1964 to chief, Aircraft Management Branch, where he administered the Agency's Washington flight program involving more than 200 FAA pilots. He also served as jet aircraft commander for transporting the FAA Administrator and other government officials.

A World War II Air Corps transport pilot, Melugin holds an airline transport pilot's rating. He graduated from Southern Methodist University with a B.A degree in business administration.

John R. Provan

Gordon A. Williams Jr.

Clyde W. Pace Jr.

Gene Kropf Receives High Agency Award on Coast

Eugene S. Kropf, public affairs officer for the Western Region, recently received the Agency's second highest employee honor, the Meritorious Service Award. It was presented to him in Los Angeles by the Western Regional Director Joseph H. Tippets, on behalf of FAA Administrator William F. McKee.

The award recognizes Kropf's outstanding work with teachers and school administrators in the field of aviation education and also his efforts to improve public understanding and support of the Agency's activities and objectives. The accompanying citation lauded Kropf's ". . . untiring efforts in organizing and presenting aerospace workshops, wherein he has so articulately and effectively presented the Agency's role in aviation."

In 1965, Kropf appeared at 26 aviation education workshops in the Western Region and addressed 3,160 teachers.

Kropf has been with the FAA since 1957 as public affairs officer for the Western Region. He was born in Madison, Wis., and received his bachelor of science degree in aviation operations from Parks College, St. Louis, in 1940.

He joined the Missouri Institute of Aeronautics, and later in 1942 joined the staff of Parks College where he served as assistant professor in Aviation until 1950 when he became assistant to the Dean and Director of Public Relations for the college.

In the early part of 1966 he was a nominee for the nation-wide Public Relation Award given by the Aviation/Space Writers Association in recognition of his cooperation with representatives of various news media. He also has been honored by the Oregon Aerospace Educational Council for leadership in aerospace education.

SOUTHERN REGION INSPECTION CREW ASSISTS PILOT OF CRIPPLED PLANE

The Orlando, Fla., flight inspection crew offered valuable assistance to Dr. Beckwitt as he circled over Miami in his crippled plane. The crew, Don Castanien, pilot; Leander Green, supervisory flight inspector, and Arver D. Hoover, flight inspection electronic technician, gave the doctor instructions on how to set down with the crippled gear.

There obviously was nothing wrong with the optometrist's own vision. He bellylanded his twin-engine plane perfectly at Miami's busy International Airport recently.

But for nearly two hours before the emergency touchdown, a Southern Region flight inspection crew circled in their DC-3 near the crippled plane issuing instructions to the pilot, Dr. Jules Beckwitt, whose wife and three daughters were also aboard.

The crew—Leander Green, supervising flight inspector, Don R. Castanien, the flight inspection pilot, and Arver D. Hoover, the flight inspection electronic technician—were on a routine mission testing nativational aids when they picked up Dr. Beckwitt. First flying below his craft to confirm the difficulty—his left gear was half-retracted and his nose wheel was cockeyed—the three flight inspectors radioed Dr. Beckwitt with suggestions on how to correct the malfunction, but after thorough efforts, the damage seemed uncorrectable.

For two hours, the FAAers stayed close to the Beckwitts as they circled the airport waiting for the emergency equipment to be put into position.

Meanwhile, assistant tower chief Don Hanney watched the tense drama from the cab, ordering some flights away and holding their radio frequency open.

The flight inspection crew gave Dr. Beckwitt final instructions on shutting off fuel and electrical power on impact.

With his fuel supply nearly exhausted, Dr. Beckwitt put the plane down at nearly 70 miles an hour. The left gear collapsed, the plane fell on its wing, skidded 400 feet and ground-looped into the grass. The Beckwitts evacuated in approximately 90 seconds.

No one was hurt. Then Dr. Beckwitt went downtown to see his patients.

Grenier Tower Is 299th FAA-Controlled ATC Unit

The Grenier Field Tower became the first FAA operated tower in New Hampshire when the U.S. Air Force relinquished the facility on July 1.

Grenier was the 299th tower to come under FAA operation and control. It qualified for FAA operation when Grenier's air traffic count passed the Agency's minimum criterion of 24,000 annual itinerant movements.

Air Force Sgt. George Strickland symbolically turns over the keys to Grenier Tower to the new tower chief, FAAer John Prokop. Lt. Col. Alan Thomas, Air Force representative at the Eastern Region (left), and Sidney Poe, Boston Area Air Traffic Branch chief, witnessed the changeover.

The transfer of the Grenier Tower, Manchester, N.H., to the FAA was marked by a ceremony at the airport attended by city, state and Eastern Region officials. Heading the FAA representation were Robert W. Martin, chief, Air Traffic Division, and Sidney L. Poe, chief, Air Traffic Branch, Boston Area Office. Lt. Col. Alan B. Thomas, Air Force Representative at Eastern Region Headquarters, represented the Air Force.

John Prokop, formerly of the Boston Logan Tower, is the new chief of FAA's Grenier Tower. His staff will comprise five air traffic controllers.

At the same time the FAA also formally commissioned Grenier's new instrument landing system (ILS). This, too, marked a milestone for New Hampshire since the state had been one of three in the nation without such a landing facility.

NAFEC Celebrates 8th Birthday

NAFEC Director Jack G. Webb

When the National Aviation Facilities Experimental Center celebrated its eighth anniversay on July 1, Center Director Jack G. Webb predicted "an even better" year ahead.

Addressing the Center personnel, Webb also cited two employees, Charles P. Dickerson and Robert W. Shinn, for making beneficial suggestions that will save the Center $22,300 annually.

On July 1, 1958, the Airways Modernization Board (AMB) officially took over the Atlantic City Naval Air Station (the present site of NAFEC) from the Navy. Later that year the Agency absorbed the AMB and the Center was operated by SRDS until November 1965. Since that date, the Center has become independent and its Director reports directly to the Administrator in Washington.

your health

Remember how anxious you were for the first green blades of grass and flowers to announce Spring? Did you eagerly trot off to the golf course only to find that you had a better swing on your back porch? Or maybe you wondered why you were out of breath after swimming the length of the pool when last summer you were "swimming like a fish."

Well, summer is over now, and it's time to "let yourself get out of shape for next Spring . . . ." Seriously, one should keep in shape all year 'round. There are plenty of wholesome winter sports, both indoor and outdoor. Find at least one that suits you and stay fit throughout the year.

Physical exercise and recreation are not the final solution, however. Get plenty of rest and eat a well-balanced diet. If you don't feel up to par, see your doctor and find out why. Keep your appointment for your annual physical check-up. Early detection and treatment of disorders can be "the stitch in time."

-and safety

"Now we see through a glass, darkly," goes the Biblical proverb. But when we get behind our automobile windows at night, do we?

Every school child knows that the advent of fall means shorter days. With nightfall coming earlier, drivers have to be more alert and cautious for longer hours. The following suggestions might seem obvious, but the dreaded statistics often belie their critical importance.

- When it comes to judgment, don't give others the benefit. *Other* drivers might not be as expert as you claim to be. *They* might not signal like you always do. *They* might not drive on their side of the road like you do. *They* might even drive too fast or too slowly.
- When your eyelids are heavy, take a snooze: at the right time which is right then. Pull off the road to a safe resting place. You can lessen eyestrain while driving by dimming your instrument panel lights to avoid glare.
- Nocturnal pedestrians are hard to see, especially with dark clothing on.
- See through your dark glass—carefully.

Westchester Groundbreaking

A battery of ground breakers marked the start of construction of a new control tower at the Westchester County Airport, White Plains, N. Y. Breaking the ground were, from left, James Harding, County Public Works Commissioner Edwin Michaelian, Congressman Ogden Reid, FAA's Eastern Region Director Oscar Bakke and Westchester County Airport manager John L. Remmert.

WESTERN REGION FACILITIES RECEIVE KUDOS

Brig. General Barry Goldwater, USAF Reserve, recently thanked FAA "for giving me confidence in air safety, due to the excellence of the FAA's air navigational and traffic control system."

The occasion was a black-tie dinner at the Castle AFB Officers Club, where Frank Happy, FAA's chief of the Oakland ARTCC, presented a plaque of appreciation to Castle's 456th Fighter Interceptor Squadron for their cooperation with the Agency.

General Goldwater was not the only AF representative to shower FAA with orchids in the Western Region.

Air traffic controller Kenneth McMillan of the Salt Lake City ARTCC recently received a letter of appreciation from the Air Force's Deputy Commander for Operations, Headquarters, 22nd Bomb Wing. During an emergency, McMillan guided to safety an aircraft which had lost all radio transmitting capability.

The other controllers were also cited for exceptional service at the Salt Lake Center. Alfred Lee, Neil Roberts and Raymond Alvey each received Controller of the Month trophies.

The performance of all the controllers at the Salt Lake City Center was considered so exemplary during the year that they were given the Agency's Certificate for Exceptional Service, recognizing an entire year's operation without a single systems error.

The Center received a third accolade when it received an award for its 90 per cent-plus showing in the Savings Bond campaign.

It seemed like winner-take-all for the Salt Lake ARTCC until Inez Twa, of the Salt Lake City Area Office, was elected Secretary of the Sal-Ute Chapter of the National Secretaries Association. She was a delegate to its International Convention in Dallas during the summer.

Another honor went to the Region recently when General McKee sent a special letter of commendation to the Troutdale, Ore., Tower staff praising their efforts during a recent antique and experimental aircraft show that drew thousands of visitors to the airport.

Top Technician

Raymond Adams (left), Tulsa, Okla., Airport AFS radar technician, was presented the Airways Engineering Society's J. B. Harriss Memorial Award for his outstanding service.

RETIREMENTS

Lloyd S. (Blackie) Blackmon recently said farewell to the FAA after 19 years of service—all of it in Alaska.

An air traffic controller in the Fairbanks Air Route Traffic Control Center, Blackie began his career in the CAA in 1947 after retiring from the Navy. He holds certified licenses in radiotelegraph and radiotelephone.

A native of Waco, Texas, Blackie plans to spend his retirement there.

One of the first licensed air traffic controllers in the country, **Robert C. Brian,** retired recently in the Western Region after 39 years of Federal Service.

Brian's experience as a controller began in 1933 at San Francisco Airport.

Since then, Brian has operated control towers at both airports in Fresno, the Goleta Marine Base Tower at Santa Barbara, and Santa Monica Airport, all in California.

Lester Lefebvre of the Boston Area Office, and **Clarence Clabaugh,** chief of the Allentown, Pa., GADO, were recent retirees in the Eastern Region.

Lefebvre, an air traffic control specialist, had 30 years with the CAA/FAA. Before his last assignment in Boston's Air Traffic Branch, he served with the Boston and Cleveland centers, the control towers at Bedford, Mass.; Boston, and Concord, N.H., and the Windsor Locks, Conn., FSS.

Clabaugh had been with the CAA/FAA since 1938, with time out from 1941 to 1946 to serve in the Navy.

Clabaugh's other FAA assignments took him to Chicago, Seattle, Park Ridge, Ill., and Louisville, Ky.

ANCHORAGE'S TERMINAL SHOWS A QUICK DISASTER RECOVERY

When Anchorage International Airport's new terminal building was officially dedicated in June, nearly 1,000 persons attended the colorful ceremony.

". . . This new building symbolizes our rapid recovery from disaster and the close Federal-state cooperation that made this recovery possible," said Alaska's Governor William A. Egan. "We will always remember the courage, resourcefulness and devotion to duty of Federal and state employees and airline personnel who worked long and hard to put this airport back into operation after it was rendered a shambles by the 1964 earthquake. And, we will remember, a brave Federal Aviation Agency employee, William Taylor, died in the collapse of the control tower in which he was working."

Alaskan Region Director George M. Gary earlier said: ". . . The Anchorage International Airport stands astride one of the major aviation crossroads of the world. Therefore, it is fitting that it should have a terminal of this advanced design to serve the present and future needs of air carriers operating here. This terminal symbolizes the spirit of Alaska's men and women in aviation who set a true course from territorial status to statehood and led the way. It also stands as an expression of confidence on the part of the Federal Government in the economic future of Alaska, and a recognition of the role aviation will play in the future."

A One-Stop Step

When the first Federal Information Center opened in Atlanta, Perl Welchel was there with a smile and with the answers. The project, spearheaded by Atlanta's Federal Executive Board, provides one-stop public service.

GITTELSON SPEAKS AT NAFEC

"When most employees don't know you exist, you are doing a topnotch job, if you're in the preventive maintenance field," said Karl F. Gittelson, chief of plant services at the National Aviation Facilities Experimental Center, recently.

Speaking before a recent national seminar of plant maintenance experts sponsored by the American Management Association in New York City, Gittelson also stressed the necessity for planning and scheduling maintenance activities, and detailed various control systems that are used to check maintenance activities and costs.

tech talk

One of the latest research studies about aircraft noise factors is now available to airport and local planning officials. The study, "Analysis of Community and Airport Relationships / Noise Abatement," was conducted by Bolt Beranek and Newman, Inc. (BBN) of Van Nuys, Calif., under an FAA contract and supervised by the Systems Research and Development Service.

Reaction to Noise

The study sought means of obtaining a better understanding of why and how individuals and communities react to noise, as well as to determine the feasibility of developing improved methods for predicting such responses.

The BBN report, which is broken up into seven parts, includes discussions of predicting community response to aircraft noise; factors that affect community-airport decision-making; the use of computer techniques to study time patterns of noise from jet aircraft takeoffs; the study of aircraft flyover noise variations, and applications of methods for rating land use compatibility of aircraft noise.

Computer Simulations Made

The conclusions drawn by the BBN report are based on a variety of studies: empirical, case history analyses, field measurement in various types of buildings, simulations using computers and live experimentation by individual subjects.

The BBN study translates the element of noise exposure into the expected response from residential communities by using the concept of composite noise rating (CNR) which is one method of assessing the effect of noise on communities. Noise exposure values are determined by application of various airport and operational factors, including types of aircraft, frequency of operations and time of day.

Reports Available

The report which expresses the findings of the contractor and not necessarily the views or policies of the FAA is readily available to interested parties. Released as SRDS Report No. RD 65-130, it can be obtained within the Agency through the Operations Unit, HQ-438. Inquiries outside the FAA should be directed to Clearinghouse, Department of Commerce, Springfield, Va. 20553.

names & faces

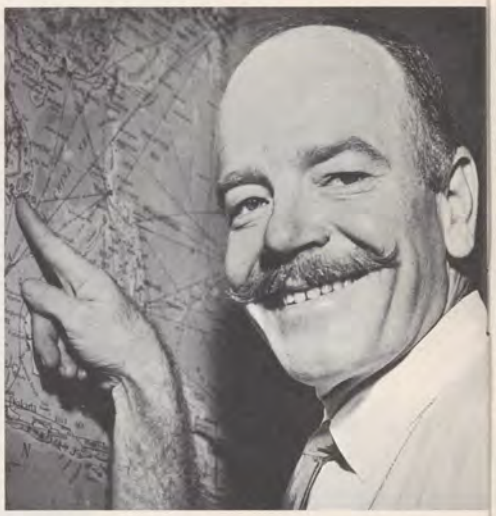
Left: H. D. Cloud (left) and Lester Schmidt of the Terre Haute AFS display the Central Region Director's Safe Driving Award presented to their facility.

Left: Wildia B. Burtwright, teletypist at the Chicago ARTCC, accepted the Secure Teletype Tributary of the Month Award given to her section.

Right: John Haley's (center) suggestion brought a cash prize at the Central Region's Data Processing Branch. He's praised by his boss Donald Randolph (left) and Branch chief, Jurgens.

Left: George Puckett (right), controller at the Fort Worth ARTCC, is a part-time councilman in his hometown of Broken Bow, Okla., his legal residence. He's with Mayor-elect Story.

Often exposed to Viet Cong mortar attack, Robert Phillips, FAA-ATC advisor, points to Tan Son Nhut Air Base where he is assigned in South Vietnam.



Right: Guam Area Manager George Harris (right) congratulates award-winners Chauncey Damron (left), Dolores Kunitomo and Joseph Connors, all lauded for their high quality FAA performance.

Left: James Ragsdale (right) trades check for key to Fort Worth FAA Flying Club's new Cessna **Skyhawk** with salesman Henry Westerlage of Worth Aeronautics.

Left: Eastern Region Director Bakke receives Savings Bond Drive plaque from Treasury Department's Nathan Fial after Region increase of 20 per cent.

Left: Albert Bell, chief of Bismarck's combined station/tower, displays charter for city's Noon-Hour Toastmasters Club.

Above: Ollie L. James, executive officer, Aeronautical Center, renewed his private pilots license after several years of not flying. He celebrated by taking the family up for ride.

Right: Proud father Earl Edwards of Aeronautical Center shows off son Joe, who recently was elected national president of Future Business Leaders of America.

Below: Administrator McKee pinned Major General J. C. Maxwell's stars his shoulder after his promotion to two star rank at a Washington Headquarters ceremony recently.

Right: Co-workers at the Grand Forks FSS gave ice-skates to Arthur Bergom (left) when he retired recently after more than 27 years of FAA/CAA service in North Dakota.

Below: Four air traffic controllers at NAFEC are active in the Big Brothers Association of Atlantic City, which works with fatherless boys to help them develop into better citizens. They are, from left: Robert G. Martin, Hobart Carter, Robert Simon and Friend J. Whipple.

Right: Who watches the watchman? Stephen B. Carter of the Central Region Communications Control Center does. He saved a lifeguard recently at an Omaha, Neb., motel swimming pool, after guard collapsed in the water.

Left: John Cyrocki, chief of the Flight Standards Division in the Pacific Region, received a Meritorious Award Certificate this year from the William A. Jump Memorial Foundation. He also was the FAA nominee for the Arthur S. Flemming Award last year.

Left: Bill Miller, FAA Headquarters R&D radar engineer, is an off-duty Scoutmaster, proudly sporting his Boy Scouts of America "Silver Beaver" decoration.

Below: Pacific Region Director Phillip M. Swatek presents the perpetual and permanent Director's Unit Award trophies to Norman Thompson, chief of the Airway Facilities Division in Honolulu.

Left: During a thunderstorm at the Raleigh-Durham,, N.C., Airport, lightning ignited the antenna motor of the civil TACAN. Airway Facilities men mounted ladders extending 30 feet and replaced it with a new motor.

Below: Carl Edmison (center) of the FAA Academy provides refresher training in Alaska to Harry Turnpaugh (left), chief, Flight Standards Division, and Richard Twaites, chief of General Aviation Branch in Region.

Right: The certificate for a Designated Alteration Station was presented by Eastern Region Director Bakke to American Airlines' George A. Warde and Louis D. Zambon Looking on at the right is Paul Gibson of the Region's Flight Standards Division.

Above: Wayne Purtilar, assistant chief, Greater Cincinnati Airport Tower, was named one of city's "Federal employees of the Year." His chief Woodrow McKay is at right; and Federal Business Association president, John P. McKay is in the center.

Above: In recognition of his 56 years of contributing to the advancement of aviation, Loren N. Hodge of Decatur, Ill., was given FAA Certificate of Commendation on behalf of the Administrator by Chicago Area Manager Kirby L. Brannon (right).

Left: Sarasoa FAA Tower controller Victor B. Vinson (standing) monitors visiting Afghanistan controllers Ghulam R. Sadid and Ghulam H. Lahu, both here for a year to study latest American techniques of air traffic control.

personnel pipeline

During an election year, an FAA employee may well heed two excellent political activity guidelines: Vote? YES. Campaign? NO.

Every Agency employee has a right to vote as he chooses and to express his opinions on all political subjects and candidates.

However, when an employee seeks to engage in certain political activities, such as campaigning, he is limited by a number of laws and regulations.

Although many of these laws are restrictive, they were passed to protect Federal employees from forced political service or to pay tribute. The Civil Service Act of 1883 gave employees this protection when it laid down the foundations of the Federal merit system.

In 1939, with the passage of the Hatch Act, further political activity regulations were passed.

The most widely applicable restrictions on political activity of Federal employees enumerated in these laws prohibits a Federal employee from:

1 — Using official authority or influence for the purpose of interfering with an election or affecting its results.

2 — Taking an active part in political management or in political campaigns.

Federal employees, whether career, excepted, part time or temporary, are subject to these political activities restrictions.

Partial exception for some of the specific prohibitions of the Hatch Act may be extended to Federal employees who reside in certain communities where a large number of voters are employed by the Federal Government. Partial exceptions have been authorized for a number of communities in Virginia and Maryland near the District of Columbia. Other area exceptions have also been made in Bremerton, Port Orchard and Elmer City, Wash.; Anchorage, Alaska; Huachuca City and Sierra Vista, Ariz.; Benicia, Calif., and Warner Robins, Ga.

When a partial exception is granted, Federal employees living in the community may actively participate in local political management and local political campaigns, but they must run as independent candidates and must conduct their campaigns in a nonpartisan manner.

An employee may consult his personnel office to determine whether his community is one of the areas on the excepted list.

In addition, if an employee is uncertain about any of the political activities restrictions, he should get a ruling on the matter from his personnel office **BEFORE** engaging in such activity. Ignorance of the provisions of the law will not excuse any employee from penalties for violations.

Enforcement of the political activities restrictions for employees in competitive positions is a responsibility of the Civil Service Commission. The CSC conducts investigations and holds hearings on alleged violations. Penalties for violations vary from a minimum of a 30-day suspension without pay to removal.

If in doubt about any of the do's and don'ts cited below, see your personnel officer.

YOU, A FEDERAL EMPLOYEE, HAVE A RIGHT—

• to vote as you choose. Political activity restrictions do not relieve a Federal employee of his obligation as a citizen to register and to vote on political issues. Employees are given up to one day of absence from duty without charge to leave to register and to vote in States where absentee balloting is not permitted.

• to express your opinions on all political subjects and candidates as long as an Agency employee does so in such a manner as not to take an active part in political management or political campaigns of a partisan nature.

• make a voluntary campaign contribution to any regularly constituted political organization.

• display a political sticker on his private automobile.

• wear a political badge or button.

• accept appointment to such positions as members of boards of education, school committees and boards of public libraries if the Agency decides the holding of these local offices does not conflict or interfere with the efficient discharge of your Federal duties. If these offices are elective, an employee may not participate in a political election, however.

• participate in a nonpartisan local election in which party designation, nomination and sponsorship are completely absent. An employee may be a candidate for office in such an election and he may hold the office after election if the head of the Agency decides that the position does not interfere with his Federal employment.

• petition Congress or any member of Congress. For example, an employee may write to his Congressman, like any other good citizen, and tell him how you think he should vote on any issue.

• sign petitions, including nominations petitions, but he **MAY NOT** initiate them or canvass for the signature of others if they are identified with partisan political management or campaigns.

• attend political rallies and join political clubs. An employee cannot take an active part in the conduct of the rally or the operation of the club or act as chairman, officer, committee member or delegate. An employee may vote on issues, but he may not speak *for* or *against* them.

A FEDERAL EMPLOYEE MAY NOT—

• be a candidate for nomination or for election to a National or State office.

• solicit others to become candidates for nomination or election to partisan offices.

• campaign for or against a political party or candidate.

• use your automobile to transport voters, except members of your immediate family, to the polls. However, riders in regularly scheduled car pools can stop at the polls on the way to or from work.

• distribute campaign material.

• march in a political parade.

• sell tickets for or otherwise actively promote such activities as political dinners.

• write for publication or publish any article or letter soliciting votes for or against any political party or candidate.

• solicit or receive any assessment or contribution for any political purpose.

• make a political contribution in a Federal building or to some other employee.

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Wall-to-Wall SERVICE

A CARPET ON THE FLOOR rates a title on the door, so **1** affixing the label on Alaska's new, part-time flight service station in Palmer is former Regional Deputy Director, Brig. Gen. Ralph G. Taylor.

As Director Gary said, "It's probably the only FSS with wall-to-wall carpeting," a luxurious touch provided by the Palmer businessmen who furnished the materials and labor for the building. (It was partly painted by the Palmer children.) **2** As a self-help effort by Palmer and the Matuska Valley Airmen's Association, in conjunction with FAA, it was fitting that local businessman George Ed Smith should MC the dedication.

The Palmer FSS is the first station erected under the FAA's flight modernization program, and as one of several future part-time FSSs in the Region will make the best use of manpower and equipment. **3** It will enable pilots like Richard H. Anderson (standing) to have almost continuous communication with ground stations linked to each other. The Palmer FSS will be manned during peak activity hours by air traffic control specialist John S. Craig (seated) in **3** and **4**. The next two part-time stations to be built in Alaska will be in Dillingham and Haines. When not manned, pilots may use a direct telephone to Anchorage to obtain information and file flight plans.

4

Robert C. Nelson

When a shrieking whistle signals the opening of another Southwest Football Conference season later this month, one of the referees on the field will be FAA's Robert C. Nelson. Nelson, who played professional football with the Detroit Lions, the Los Angeles Dons, the Baltimore Colts and in the Canadian League, now calls the plays in the Southwest Region Headquarters where he is a attorney-advisor in the Legal Division. He has been with the FAA since 1961. Previously he served as an attorney with other governmental agencies. Since 1953, Nelson has continued to call the shots each weekend on the gridiron as a referee. A cum laude graduate of Baylor University in 1941, he was picked for All-American and All-Bowl honors while in college. He was also showered with football honors in professional football. In 1945 he was selected All-Pro line backer and All-Pro center in the years 1946 to 1949 while playing with the Detroit Lions. When Nelson wasn't on the gridiron, he spent his time studying law. He earned his law degree from Baylor in 1949.

FAAers on the job

Kenneth Zukeran

This towering stack of textbooks is a small measure of the activity that was behind Kenneth Zukeran's eight grueling years of night school study. In June, his academic stick-to-itiveness paid off when he received his bachelor degree in business administration from the University of Hawaii. Although this was a moment of great satisfaction, it was a reprieve too. "Now I'll be able to spend some time with my family," he said. "Without their (his wife, Edna, and daughter, Anne) complete understanding and support, it would have been difficult, if not impossible, to spend my spare hours in school." Zukeran, who is a contract assistant at Pacific Region Headquarters, says they both deserve part of the credit for his degree. Zukeran first learned the meaning of tenacity during World War II when he fought with the famed and much decorated "Go-for-Broke" 442nd Regimental Combat Team in Italy and France.