FAA HORIZONS

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DOT gets off the ground! (see page 3)


**COVER**

An alert photographer caught a man on a rocket belt alongside a hot air balloon as the height of contrast during a day of contrasts. More pictures of the Department of Transportation's opening are on the next page.

**CONTENTS** / MAY 1967




**WILLIAM F. McKEE** Administrator

**DAVID D. THOMAS** Deputy Administrator

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# The Launching of a Department

The formal opening of the Department of Transportation last month was, for the most part, anything but formal. In order to mark the occasion and make it a memorable one, the Smithsonian Institution put on a day-long gala celebration as a tribute to "The Pageant of Transportation," to Alan Boyd, and to all employees of the new Department.

In a ceremony at which the Secretary introduced his top officials to the press and the public, the Secretary pledged that the new Department will work to make transportation more efficient, more economical, more expeditious and more socially responsible. "We want an end to the noise, pollution and general disfigurement transportation has unintentionally brought to our cities," he said.

Air cushion craft shared the limelight with a carriage, balloon and a rocket belt.

The Boyd family rode a balloon, . . .


and took a horsedrawn carriage ride. . . . .

from his modern office building, to be seen . . . . . and to see all forms of transportation, . . . . . helicopters, trains and electric cars.


how military and civil air traffic are

# *Sharing the Airspace Safely*

What goes up must not only come down in the interest of air safety, it must be followed while it is up.

In the Southern Region, this means providing airspace for six million military aircraft operations per year.

With 60 military installations within its boundaries, Southern Region has more than the normal liaison with the military. And, fortunately, it is very well staffed to deal with the load.

In calendar year 1965, the Army alone conducted almost two million flight operations in Southern Region airspace. This was about 42 per cent of all Army air traffic generated within the country. Most of this was either helicopter traffic or slow moving fixed wing craft. Also involved, though, was artillery firing, radio-controlled target aircraft, and air-to-ground firing.

In contrast, the Air Force and the Navy operate jet training bases that generate traffic with speeds ranging from 350 miles per hour to supersonic.

To help Southern's Air Traffic Division Chief, Henry Chandler, serve this widely varied traffic, a sizable staff of military liaison officers works with Thomas Rasberry, a career FAA employee.

As the "middle man," Rasberry works with both the Department of Defense and the National Aeronautics and Space Administration so that they can carry out their missions and still abide by FAA air safety requirements. This often involves monitoring missile firings and advance planning of military exercises.

Working with Rasberry are: Lt. Col. Lee Cantlebary and his assistant, Master Sgt. Edgar Brasfield, representing the Army; Lt. Col. William Shek and Lt. Col. John Howell, representing the Air Force; and Commander A. B. Haseltine, Lt. Col. James Fegley and Navy Chief Fred Allison representing the Navy and Marine Corps.

Like the liaison officers in Washington Headquarters and in other regions, the military men in Southern are hand-picked for their assignments. With broad experience in air traffic control in various commands and geographic areas, they help FAA carry out its charter under the FAA Act of 1958: to "promote air safety, insure the efficient use of the airspace, support national defense . . ."

Two Air Force flying training bases, Craig and Moody, operate these supersonic T-38 advanced trainers in Southern Region. Student pilots fly these in just over six months after preflight.




Helping to plan a large-scale military exercise with "Red" Chandler are, from left, Navy Commander A. B. Haseltine, Lt. Cols. William Shek and John Howell (USAF), Chandler, Thomas Rasberry and Lt. Col. Lee Cantlebary (USA).

Planning low-level routes approved by FAA for military exercise "Operation Chuck Wagon."

A restricted area for naval operations is plotted by Allison, right, and Haseltine.

Cantlebary (left) and Sgt. Brasfield study the site of a proposed high-rise antenna.

Lt. Col. Cantlebary points to the site of Army helicopter operations. Close by are Air Force and Army training.

**Above,** a Central Treaty Organization of the Middle East (CENTO) survey team checks a repeater site at Ilchechi, Iran. **Right,** Pakistani technicians lower a test grid into a ground water tank prior to engine testing.

A highly sophisticated VOR gets an old-fashioned ride in Malaga, Spain.

Flying lab arrives in Karachi to check navaids.

Technicians hoist antenna on VOR in Pakistan.

# International Expertise

R. J. Daigle proudly drove the small Dodge firetruck onto the airport ramp. Sixteen African faces fell the proverbial mile. R. J. looked a bit disconcerted for a moment, then had a bright idea. He got some gasoline, walked over to some puddles of petroleum and began sprinkling it around. He then lit a match and tossed it at the puddles. A roaring fire accompanied by huge billows of black smoke engulfed the area. R. J. then drove the firetruck alongside the blaze and proceeded to douse it with foam.

A great cheer rose spontaneously from the watching Africans who raced excitedly over to Daigle, clapping and bowing.

From there on it was easy. R. J., who had had the truck sent from the U.S. to help him in training the Africans in airport firefighting, had proved himself and now had a crew eager and willing to learn all about this new magic.

After six weeks of intensive training, R. J. had whipped his gang into a competent firefighting crew who had occasion to prove themselves about a week later when a Pan American plane landed at the airport with a serious brake fire. They not only put out the fire but saved a $6 million plane and over 100 passengers and crew members. All at a cost of $15,000 to $20,000—including the truck.

This is but one example of FAA's activities throughout the world. Directed by the FAA's Office of International Aviation Affairs and paid for by the Agency for International Development (AID), the U.S. is currently engaged in aviation technical assistance programs in 31 countries around the world.

This role is not new. The U.S. Government entered international civil aviation in 1938 when Congress created the Civil Aeronautics Authority and assigned it specific international responsibilities. In 1944 a 54-nation conference, initiated by the U.S., convened in Chicago to study international air routes, navigation, communication and traffic control systems.

From this conference came the treaty known as the Chicago Convention and the establishment of the international organization of governments which is today the 110-member International Civil Aviation Organization (ICAO), a specialized agency of the United Nations. Since that time the U.S. Government's role in international aviation has widened steadily. The U.S. technical responsibilities and activities — managed largely by FAA—are now as widespread and complex as international aviation itself.

The largest program in which the Agency is currently involved is in Vietnam where 21 people are permanently assigned to give direct support to the military effort. FAA'ers serve the two major airports—Bien Hoa and Tan Son Nhut—and have full responsibility for the maintenance and operation of all communications facilities and navigational aids. FAA, through the AID program, has also assisted the Vietnamese in the development of their civil aviation program.

Since World War II, technical aviation expertise has been provided to many nations around the world. At present, the Agency has ten single-country Civil Aviation Assistance Groups scattered throughout South America, the Middle East and the Pacific. A Panama-based Regional Aviation Assistance Group serves all of Latin America. Another group, headquartered in Guatemala, provides help to the countries of Central America. And there are assistance programs operating in Greece, Spain, Turkey, Jordan and the Republic of China for the Department of Defense, using Military Assistance Program funds.

FAA has about 300 full-time employees scattered overseas. About 100 of them are directly engaged in aviation technical assistance programs. The rest are primarily concerned with FAA's air safety operations, which include inspecting U.S. flag airlines engaged in international operations, flight checking the proficiency of U.S. airmen engaged in international air carrier operations, flight checking the reliability of air navigation aids, and inspecting the maintenance facilities certificated to perform work on U.S. registered aircraft operating overseas.

Work in these countries is often frustrating, at times exciting, on occasion humorous or maddening, but always challenging and usually satisfying. The places: exotic, sometimes primitive, usually presenting communication problems, but interesting and fun. As everyone knows, travel is broadening.

Maurice Mitchell, European/African Operations Branch, combined them all some years ago when assigned to Greece. He found living quarters and was anxiously trying to get the house fixed up before his family arrived. He arranged to have a crew of workmen come out one Saturday to fix the place up. Carpenters, electricians, plumbers all showed up and got to work. Mitchell decided he wanted an outlet for his electric shaver put into the bathroom so he latched onto one of the electricians, took him to the bathroom and tried to explain, by sign language, what he wanted. Suddenly the light dawned and the electrician let Mitchell know he understood and could do what he asked.

Mitchell laid the cord across the radiator and went outside. Some time later the electrician came out and proudly beckoned him to come and see his handiwork. Mitchell followed him back into the bathroom, looked up at the light, and, lo and behold, there was his shaver cord wired into the light fixture.

Anyone interested in shaver cords in light fixtures, or simply in an interesting and satisfying job, should submit an FAA form 3639 "Foreign Assignment" application. Tours are for two-year periods which can be extended to a maximum of six years. Positions are available in areas such as electronic maintenance, installation and operation, flight inspection, controllers and in helping to set up a civil aviation system.

*—By JoAnn Sloan*

Technical assistance program provides Turkey with navigational aids.

In Bolivia pre-fabs cut construction time.

CENTO specialist examines radar tower foundation.

**Above,** this rather slapdash looking building at Biga, Turkey, houses highly sensitive VOR equipment.
**Left,** modern American technology meets the ancient culture of the Middle East. This Arab seems a mite suspicious of the engine generator for a remote transmitter.

# EYES in the SKY

Every day throughout America thousands of children take time out from play to look into the sky, hoping to catch a glimpse of a tiny speck of an airplane leading the wispy contrail overhead.

With the fascination of youth, their "eyes in the sky" dream wonderful dreams of tomorrow—a hope-filled young world we adults sometimes are not privileged to enter, much less enjoy.

But you can be a part of their world in aviation. You can participate in FAA's program to help educators achieve their goal of having students share aviation experience and knowledge with you—a knowledgeable, thoughtful adult who has the aviation experience to share.

The Administrator, in a recent letter to all employees, urged each person in the agency to look upon opportunities to work with school officials as a challenge worthy of the best efforts.

What could be more personally rewarding than to help direct and be influential in moulding a young mind of tomorrow!

Gene Kropf, the Western Region Public Affairs Officer who has invested so much of his time in aerospace education, muses, "The hours spent with students and teachers to raise their aviation knowledge level have been genuinely rewarding to me both professionally and personally. When you tell the FAA-aviation story to a group of teachers, you realize that, through them, over the years, you will reach hundreds, perhaps thousands, of students."

Why the need for aerospace education? Why the interest among teachers and students alike? It's a sign of the times.

One popular story tells about the two eight-year-olds standing in the schoolyard one day. Henry says, "Hey, Sammy, lookit the DC-8 at 1,500 feet in a 10° bank with full flaps in landing configuration!"

"Aw, that's not an '8', it's a '727'. Can't 'cha see the tri-jet engine placement in an aft position. Bet he's being radar vectored to Runway 12R."

"Okay, guess you're right. Now 'spose we'd better go back in and help the teacher count those little beads."

It's just another sign of the growth of technology, and the difficulties of being a teacher in an era of flight, space, computers, TV, and the compression of knowledge.

But FAA employees can be of tremendous assistance. Every week, interested FAA'ers in field offices and facilities throughout the country are helping to bring the aviation story to youngsters. Through their helping raise the teachers' knowledge of aviation, a better understanding will be graphically relayed to thousands of young minds.

The agency has now assembled for the first time a comprehensive collection of some of the finest aerospace education materials and ideas from leading organizations throughout the field. "How to plan . . . where to get information . . . what's available," is the orientation of the materials.

An in-depth guide to planning and conducting an aviation education workshop for teachers is an excellent part of the package. Equally first rate are both the aviation guide for elementary school teachers and the suggested aviation course syllabus for high schools. These materials, along with bibliographies, films, slides, etc., are available through the public affairs office in each region for your use.

The interest today in more aviation information is impressive. Since 1927, when the first aviation program for teachers was held in New York, there has been a steady increase in programs for teachers planned by Government and industry. Just last year, the Civil Air Patrol, National Aerospace Education Council, airlines, educators and the FAA participated in more than 200 aviation education workshops for teachers. More will be held this year.

It should be emphasized that the primary role of the FAA in these projects is one of advising and assisting educators of ways to have a more effective program in their schools and helping them share aviation experiences and information with us.

Being responsive to a need expressed by educators is more than a way to further the FAA mission. It's a challenge to make a personal contribution to the job ahead of all of us—assuring that young people of America are ready to assume their place as responsible citizens in the Jet Age. Aviation, directly or indirectly, will be a tremendous influence on future adults' social and economic lives.

From this boy's intense interest in airplanes today may develop, with an FAAer's help, an airminded adult of tomorrow—interested in his jet age environment.

School children board the bus provided by the McKinney County, N.M., School System for the ride to nearby Zuni Pueblo for classes. In the background is Mount Taaiyalone, a 1,000-foot-high mesa where the Zuni Indians lived for 14 years in the 17th Century to escape the Spanish invaders.

**Left:** The compactness of the FAA area at Zuni is reflected in this photo taken from the station. The two larger buildings in the background are used by the Bureau of Indian Affairs.

**Above Right:** Attractively landscaped surroundings give a bit of permanency to the home of one of the specialists. There are three trailers and eight small houses for use of the FAA personnel.

**Right:** Richard M. Rustigian supplies the latest weather as John A. Davis gives the latest information to a pilot.



CORONADO'S

# "TREASURED CITY"

"Zuni is the beginning of everything because you have to start from here to get someplace."

These are the words of Henson R. McKissack, chief of the Zuni Flight Service Station, after six weeks on the job, but happy he had bid on this remote New Mexico location. To him, Zuni is the starting point because there are so many things within a few minutes' travel time. The six specialists, four electronic technicians, their wives and 17 children are busy and happy in a community of approximately 3,500 Indians and 100 Anglos.

A visitor soon gets the impression that the FAA family at Zuni is happy to trade urban congestion for a horizon unmarred by smog and air impurities. Moreover, scenic, smog-free Zuni has abundant recreational possibilities. And no traffic problems, now or in the future.

From this site near the New Mexico-Arizona line, specialists and technicians provide the usual radio services to pilots, but there are few calls for pre-flight briefings except from an occasional Public Health Service (PHS) charter flight to evacuate an Indian for special medical treatment.

One aircraft, owned by AFS Chief William H. Thorn, is based at the Black Rock strip adjacent to the station. FAAers maintain the 2,700-foot dirt landing strip, but occasionally the nearby paved highway is better. During the infrequent rains, the strip is temporarily unusable.

In addition to McKissack and Thorn, the FAA family consists of specialists John A. David, Benjamin A. Foreman, Ray E. Leverich, Richard M. Rustigian, Joseph A. Wenzl and technicians Walter W. Nance, McKay Peterson, Roy Coble and Andrew Loesch.

Technicians cover parts of two states to maintain the station and related facilities. This includes the remote transmitter-receiver site, the Zuni VORTAC (which is 18 miles in Arizona), the RCAG and Oso Ridge beacon. While Zuni has voice control over the St. John's VORTAC, about 60 miles away, St. John's is serviced by Western Region technicians.

Housing for the FAA personnel and their families is available in a nearby compound. It includes eight small frame houses and three house trailers, for which the FAAers pay a modest rent.

Their children attend an elementary and a secondary school operated by the county for both Indian and Anglo children. Children of Government employees—FAA, PHS, and the Bureau of Indian Affairs—make up only 10 per cent of the school's enrollment.

Situated along the trail of the Spanish conquistadores of the late 17th Century, the historic community adds much to the activities available to both the Anglo school children and their parents. Zuni is one of the treasured cities (known as the Seven Cities of Cibola) sought by Coronado. During the invasion of the Spanish, the Zuni Indians escaped by living atop Mount Taaiyalone, a 1,000-foot high mesa, for 14 years. The mesa is a short distance from the FAA village.

Recreation, in the form of fishing, hunting, skiing in winter, square dancing, is found in every direction. Still another diversion is amateur gold mining in the black sands of the mountain streams. Ruin exploring is another favorite of both young and old.

"There are no doctors, no dentists, no buses, no trains—just a climate that can't be beat and living conditions that aren't comparable in populated areas," McKissack summed up. "It is a 36-mile drive to get provisions, but the location more than compensates for any inconvenience.

"In fact, the only inconvenience I have experienced is the inability to get a haircut regularly," he said.

# the man in the right seat

Dave Thomas trades his executive "right seat" for the cockpit as often as possible.

Quick, open friendliness greets visitors to the office of Deputy Administrator David D. Thomas.

Marie Chaconas smiles a warm greeting even if she's on the ever-ringing telephone. If she's typing, there's no hint of vexation at the frequent interruptions.

When you learn that Marie has been with "Dave" Thomas as his private secretary for nine years—through the last half-a-dozen steps in his rise from assistant controller nearly three decades ago to Deputy Administrator — you speculate that her attitude came from years of knowing how a man like Thomas wants his visitors greeted.

And when you meet secretary Barbara Slavik and special assistant Clay Hedges you find the whole atmosphere of the office is genuinely courteous and friendly. It is apparent that Marie, and others who work closely with Thomas, are there because they *are* friendly, helpful people; *not* just because they had learned to be so.

Another surprise comes when you ask for an appointment with the Deputy Administrator. Marie checks his busy schedule of staff meetings, Congressional hearings, flying trips and visitors and tells you the earliest time available. Then she discreetly inquires about the nature of your business.

Except for those people who are visiting the Deputy Administrator for personal reasons, most visitors can be helped quickly and effectively without the delay Thomas' crowded schedule imposes. But no matter how trivial the problem, "He sees all of them," says Marie.

"How in the world can he?" is the immediate question that occurs. The answer isn't simple, but at least part of it is supplied by a man who has known him for most of the 29 years he has been in Federal Aviation.

Both Thomas and James Watson, now technical assistant to Air Traffic Service Director Archie League, became assistant controllers in 1938. Just two years before a crude form of traffic control had been started by an airline group, Airways Traffic Control, Inc. Dispatchers and radio men from American, United, TWA and Eastern operated so-called "centers" at Newark, Pittsburgh, Cleveland and Chicago. This function was assumed by the Federal Government in 1936. Thomas, who had been an operations agent and assistant station manager for American Airlines from 1932 to 1937, joined the small group in Pittsburgh and soon moved to Cleveland.

"In those days," explains Watson, "those of us who worked for airlines dispatched the planes, flew a little, stole passengers from competitors, cleaned out the planes and swept out the hangar." Center duty was about the same.

Pointing to a picture of the original control center at Newark, Watson calls attention to a wax cylinder recorder which was the forerunner to the sophisticated recording equipment now available to each control position. An archaic telephone wrapped in tire tape hangs from the plotting table. Across the room is a French telephone which Watson swears was snitched from a Paris bistro by one of the more affluent early controllers. "This was the first tower-center intercom," Watson explains.

Watson's picture of this crude array of equipment ("We either built it ourselves or scrounged it") is in sharp contrast to the sophisticated, multi-million dollar centers that now control as many as 8,000 flights simultaneously throughout the country. His historical sidelights also help explain FAA's Deputy Administrator.

Thomas' boss, FAA Administrator General William F. McKee, often stresses the important responsibilities Thomas has shouldered as the Deputy Administrator. Experience has taught him that that's the way it should be. Before he came to FAA General McKee described his own duties as number two man in the U.S. Air Force. General McKee's boss, General Curtis LeMay, was, in McKee's words, "a very busy man, indeed." What with the meetings with superiors, intergovernmental committees, making Congressional and public appearances, and preparation for these functions, he "had to place in the hands of the Vice Chief (McKee) the primary job of running the internal part of the Air Force."

In FAA, Thomas does this for General McKee for the same reasons. They keep each other informed as to what's going on and, as the Administrator describes it, "operate as one."

With this kind of load, Thomas's ability to maintain his open door policy is even more of a puzzle. Running an organization of 42,000-plus people who serve one of the nation's fastest growing industries demands administrative abilities of the highest order.

Thomas takes it in stride.

For one thing, he knows the system. Aviation and traffic control are no more complex and mysterious to him than a home you might have lived in for 30 years. After starting as an assistant controller in 1938, he served in Air Traffic positions of increasing responsibility until 1946 when he was put in charge of the CAA's International Services. After three and a half years, he became Director of Air Traffic Service and in June 1963 was appointed to the newly created FAA position of Associate Administrator for Programs. This gave him his first real opportunity to work toward his long sought goal, "One FAA."

In the 20 years that Thomas has been in high Federal aviation jobs, air travel has grown from 150-mile an hour, six-stop, transcontinental flights that stretched around the clock, in aircraft that were unpressurized and poorly heated and cooled, to the pleasant five-hour non-stop jet flight of today. Traffic control has developed from the crude plotting board in Newark (it even had brass shrimpboats) to the vast radar system that it is today. Thomas understands the system as few other people could.

"Mr. Thomas' ability to describe and explain the many complex facets of air traffic control in simple, lucid and objective fashion has earned him the unqualified respect and admiration of the Congress, the aviation industry and the public," says the citation for one of his many awards.

He also works at keeping abreast. "When he flies, he's always in the cockpit," says a former special assistant, "Tex" Melugin. "He works the system and tests it every time he's in the air." He frequently is.

"I'm an aviation fan," Thomas says of himself. Holder of a commercial pilot certificate with multi-engine and instrument ratings, and both turbo prop and jet aircraft ratings, he's at the controls any time he makes a trip in one of FAA's 100 aircraft and, ". . . even when I fly commercial, I'm in the cockpit," he admits.

On the ground or in the air, he works equally hard. One evening, long after normal office hours, two of his assistants were waiting to brief him on the piles of paper work which had stacked up while he was away to the never ending round of meetings and conferences. One of them, Lee Warren, his deputy at the time, pointed toward the window as Thomas walked in. "See that that stuff out there, Boss?" Warren asked. "What stuff?" Thomas wanted to know. "Daylight," Warren explained as he gazed longingly at the rapidly fading spring twilight. "I'd sure like to see some of it once in a while."

Neither Thomas nor his aides saw much daylight then or now. Reluctantly, he has had to give up most of his civic activities and his do-it-yourself projects around his Annandale, Va., home. He's still a deacon in the Church of Christ in Falls Church, but, except for that, he reserves most of the time away from his official duties for Dorothy Clark-Thomas, the Murfreesboro, Tenn., school teacher he married in 1937, and their two children Frances, 24, and David, 20.

Thomas picks good people and knows how to delegate authority. The men and women who work closely with him are carefully chosen for both ability and background.

For the most part, his assistants have moved on to broader responsibilities where they can carry out agency policy as they learned it first hand in FAA's highest councils.

Thomas' friends in key places aren't limited to the Federal Aviation Administration, however. His first traffic controller boss, Homer Cole, was the founder of the Airline Pilots Association. His one time deputy, Cliff Burton, is executive secretary of the Air Traffic Controllers Association. His good friend Stuart Tipton, one of his strongest supporters for the Rockefeller Public Service Award, is President of the Air Transport Association. A namesake, but no kin, Houston's venerated Congressman, the late Albert Thomas, was fond of calling Dave Thomas "Cousin."

Letters by the hundreds pour in from Congressmen, Government officials, business leaders, aviation enthusiasts and old friends in FAA each time Thomas gets one of his frequent awards. These have included: The Department of Commerce Meritorious Service Award, the President's award for Distinguished Federal Civilian Service, the Laura Taber Barbour Air Safety Award, the Rockefeller Public Service Award, and the most recent, the Career Service Award from the National Civil Service League. The letters from FAA technical people reflect the pride that goes with the feeling, "One of us made it."

It's clear enough, that if the Deputy Administrator were elected by vote rather than being appointed by the President, Thomas would be a shoo-in.

Among the first to vote for him would be the man who wrote:

"Mr. Thomas, as an individual, is the kind of man who inspires true loyalty and dedication in those with whom he associates. He has a deep sense of fairness, is possessed of very sound judgment, is humble, sincere, and of unquestionable integrity."

This was part of the recommendation that won for Thomas the prestigious Rockefeller Public Service Award.

The recommendation was signed by his strongest supporter and boss, FAA Administrator William F. McKee.

—*by S. M. Appleman*

**Right,** the original center at Newark, in comparison to the new Islip, N. Y. Center **(above),** symbolizes traffic control progress during Thomas' career.

Thomas' special assistants, present and past, from left (standing) Clay Hedges, former Cleveland Center Chief; C. R. "Tex" Melugin, now WNA Manager; Ike Hoover, Dir. Noise Abatement; (seated) E. M. "Woody" Mundy, Executive Officer, FS; James Webb, NAFEC Director and Deputy Administrator David D. Thomas.

# action lines

## Determination Pays Off

Although acquiring a physical handicap cannot be said to have many advantages, it sometimes can lead to an entirely new life and some new experiences. A man with many new friends who might agree with that statement is Wayne E. Lynch, an accounting technician in the general accounting office at the Aeronautical Center.

Some seven years ago, Lynch was a transcontinental trucker driving one of the huge five-axle transports. Then an accident left him paralyzed below the waist. Admittedly discouraged at first about the experience, Lynch soon changed his philosophy while at the Oklahoma Rehabilitation Center learning to live with himself and a new vocation. His success was outstanding.

Employed by the FAA since February 1967, he has made many friends among the employees who marvel at his determination and success at remaining independent in spite of being confined to a wheelchair.

## NAFEC News

- A DC-6 from NAFEC flew to Canada and Alaska on a two-week trip to test a very low frequency long-range navigational system.
- How to control the supersonic transport in the air traffic system of the 1970's was tried out in the Center's air traffic simulation lab.
- Evaluation of a new high speed teleprinter for use in flight service stations, Weather Bureau airport stations, and flight advisory weather service offices, was completed.
- Computer programmers from the Center have been working at the Cleveland ARTC Center programming a new IBM 9020 simplex that processes flight plans and prints out flight progress strips.
- For the first time, an emergency exit was cut out of the side of a fuselage using a liquid propellant charge. "Doors" about 20 by 40 inches were made in a surplus fuselage to check feasibility of the technique. This method has been proposed to supplement regular emergency exits to evacuate passengers in a hurry in certain emergency conditions when the plane is on the ground.

Leonard L. Quiram

## "Distinguished Student"

When Leonard L. Quiram, an electronics technician with the Dallas Airway Facilities Sector, decided to accelerate his progress in the agency he acted decisively. He took leave without pay to complete a degree in business administration at Texas A&M University.

Quiram had attended the Texas institution for two semesters several years ago. More recently, while assigned to Dallas, he took courses at Arlington State College. Last September he returned to Texas A&M to complete his senior resident year.

Carrying 19 semester hours during the fall semester, Quiram earned 51 grade points with five A's and two B's. His outstanding grades earned him the title of "Distinguished Student" from the director of the School of Business Administration.

After receiving his bachelor of business administration degree this June, he will return to the agency for reassignment.

## 1,000 Descend on One FSS

As the chief of a small northern California flight service station, what do you do when more than 1,000 grade school youngsters descend on you?

If you're the team of Ed Johnson, chief of the Red Bluff FSS, and R. J. Bosone, chief of the AFS there, you plan for the event carefully and show them efficiently through the station in manageable groups.

Recently, fifth and sixth grade youngsters from 37 schools in California's Tehama County toured the Red Bluff airport, including the new FAA Flight Service Station building.

## it happened this month

These aerospace events happened during the month of May since 1908.

**May 14, 1908**—Wilbur Wright piloted the first passenger flight in history at Kitty Hawk. The first passenger was Charles Furnas.

**May 4, 1911**—The War Department approved sending the Army's first Wright plane to the Smithsonian Institution.

**May 30, 1912**—Wilbur Wright, age 45, died of typhoid fever in Dayton, Ohio.

**May 9, 1926**—The first flight to the North Pole was made by Richard Byrd, navigator, and Floyd Bennett, pilot, in a Fokker monoplane.

**May 20, 1926**—The first Federal legislation on civil aeronautics, the Air Commerce Act, was signed by President Coolidge.

**May 21, 1937**—Amelia Earhart and Fred Noonan left San Francisco on west-east round-the-world flight.

**May 20, 1939**—First regularly scheduled transatlantic passenger and airmail service inaugurated.

**May 16, 1940**—President Roosevelt called for 50,000 planes a year.

**May 14, 1951**—Max Conrad set an unofficial nonstop light plane transcontinental record in a 1,000-pound Piper Pacer, 23 hours, 4 minutes, 21 seconds.

**May 3, 1952**—A ski-and-wheel equipped USAF C-47 made world's first successful North Pole landing.

**May 7, 1958**—Maj. Howard C. Johnson, USAF, set world altitude record of 91,243 feet.

**May 16, 1958**—Capt. Walter W. Irwin, USAF, set world speed record of 1,404.09 mph in level flight over a 10-mile course at Edwards AFB, Calif., in Starfighter—F-104A.

**May 5, 1961**—Cmdr. Alan B. Shepard, Jr., USN, became first Project Mercury astronaut to cross the space frontier on a 14.8-minute flight. He reached an altitude of 115 miles and traveled 302 miles, landing in the Atlantic after being launched from Cape Canaveral.

**May 1, 1963**—Jacqueline Cochran established a women's world speed record of 1,203.686 mph over a 100-kilometer closed-circuit course in a Lockheed TF-104G.

**May 12, 1964**—Joan Merriam became the second woman pilot to circumnavigate the earth alone when she landed her Piper Apache at Oakland, Calif. She followed Amelia Earhart's route and flew 27,750 miles in 56 days.

## Being Nosey is Aircraft Mfg. Inspector's Job

Harrel Felber (right), Director of Accessories Maintenance, and Douglas Penman (center), Air Research Project Engineer, of Northwest Airlines, accompany Al Donart, Maintenance Inspector of the Minneapolis ACDO, while he checks the new air compressor in Northwest Airlines maintenance facility for overhauling pneumatic equipment on their airline fleet.



## Career Days Exhibited

Students from colleges throughout New England were given a glimpse of FAA career opportunities during a recent "Federal Career Days" program sponsored by the Boston Region of the U.S. Civil Service Commission. Twelve federal agencies participated in the month-long project.

Eastern Region personnel from the Boston Area Office who were actively engaged in the handling of FAA exhibits associated with the campus caravan included Carl Amelio and Bartholomew Whelen of the Personnel and Training Branch and David L. Anderson of the Boston Center. Boston Area Manager Robert M. Brown called the Federal Career Days project a worthy undertaking that won the Agency many new friends and a potential harvest of employees.

In all, the FAA representatives made contact with 1,323 students. They provided answers to a wide range of questions covering salaries, fields of specialization, Agency missions, fringe benefits and advancement opportunities. Handouts were also distributed and a 25-minute film shown depicting FAA functions.

## "... Never Knowed It."

It isn't always the elements that make accident investigation in remote areas difficult. Parker Shaw of the Southwest Region recently encountered a much more formidable obstacle. Shaw was attempting to question a cross-roads character about a plane crash almost at the oldtimer's doorstep. With a suspicious look that told Shaw that he was regarded as both a citified trespasser and a "Fed," the old man made this contribution: "That machine could have lit and rizz and I would have never knowed it."

## Should'a Read the Paper

As far as one young Southwest pilot is concerned, "seein' is believin" and no monkeying around with all that meteorological jazz.

On a 40-mile flight from Abilene, Tex., to Sweetwater, he found low clouds and decided to turn back. This turned out to be not much of a solution because weather at Abilene was closing in faster than he was flying.

Down, he figured, was the solution, and down he went, fast, and not particularly gracefully. Aside from minor damage to the plane and massive injury to the ego, the pilot was unhurt.

When asked by the Abilene FSS specialist if he had checked the weather, the young pilot fervently assured him he had. His declarations notwithstanding, no record of the weather briefing emerged after a diligent search.

Asked again if he had checked the weather, he indignantly replied, "I sure did. The weather here in Abilene looked right good, and things looked real fine over toward Sweetwater, so I took off!"

## Albuquerque Area Safe, Indian Makes Peace

A petite Indian girl recently made peace with the palefaces in the Albuquerque area office with a 100-year-old peace pipe of her Navajo ancestors.

Mrs. Norma Darling, a Navajo-Sioux, offered the pipe to her supervisor, L. N. Gillihan. The old custom had to be revived, Mrs. Darling said jokingly, because her co-workers had seen too many Indian-led attacks on wagon trains in television shows.

The bowl of the pipe is more than 100 years old and is made from a hard, heavy rock called, appropriately by Indians, pipestone. Its long stem, which has been replaced several times, is of hand-carved wood.

Mrs. Darling has been with the FAA as a stenographer since the area office was activated in September 1965. Previously, she worked with the Bureau of Indian Affairs, Department of Defense and the Bureau of Land Management.

Her peace offering was one of the few tribal customs remembered by Mrs. Darling.

## Lighting Goes International

Category II Airport Lighting System at Dulles International Airport, approved by ICAO as international standard for Cat II airport lighting. Chief difference between this system and present Cat I airport lighting lies in the heavier concentration of both red and white light bars within the critical inner 1,000-foot segment of the overall approach light system, lighted turnoffs, and powerful center line lights.

## tech talk

Navigation experts have, for many years, been investigating the potential of a pictorial display which will continually show the position of the aircraft on a navigation chart. Now a very determined assault is underway to make this area-coverage navigation operational. The most influential forces in both FAA and industry have been marshaled in a cooperative effort.

Area coverage would not only increase the navigable airspace, but it would permit more effective use of it. It could also result in reduced separation minimums. These results would be especially helpful around congested terminals.

The course line computer makes "phantom" VORTAC stations appear to exist at any point the pilot may choose. The position of the aircraft is represented on a chart by a servo controlled symbol which is activated through the aircraft's VOR/DME receivers.

The Air Transport Association and its member airlines are actively supporting a current FAA operational demonstration program under direction of Flight Standards, System Research and Development, and Air Traffic Services. Pilots from NAFEC and Eastern, Delta, Mohawk, United and Northeast airlines took familiarization flights early this year in an FAA Gulfstream equipped with Decca Omnigraph. This is one of a family of PD/CLC instruments commercially available. Pilots were asked after each flight to complete questionnaires on the functioning of the equipment and their reaction.

Additional operational demonstrations are scheduled in five progressively upgraded phases. During the first phase, the PD/CLC will be used only as a monitor to the standard airway method of navigation. During the next three phases, it will be used for actually navigating, under radar monitoring, each successive phase more advanced toward area navigation. The fifth stage will remove radar monitoring.

One of the main values of the PD/CLC equipment is that the "controller workload may be reduced and his ability to manipulate traffic increased."

## New Management Associate Initiated

Robert H. Willey, former Associate Administrator for Personnel and Training, recently paid a visit to the Salt Lake City Area to address the Utah Personnel Officers Association. While there, he went up to one of the nation's most spectacular mountaintop radar sites—Francis Peak, near Salt Lake City.

Willey visited the site, his first trip to such a facility, along with Vaughn M. Clayton, Salt Lake City Area Manager; Spence Canard, KSL-TV newsman; Bill Clark, Airway Facilities Sector Chief; and Bob Nelson, Supervisory Technician.

Willey also addressed the first meeting of the FAA Management Associates held at the University of Utah, where he received an honorary membership to the organization.

## It's Interesting Anywhere

The Western Region library recently received a request for material from the librarian at Soledad, Calif., Correctional Training Facility.

Youngsters at the facility are interested in aviation as a possible future career and have organized an "Aviation Club."

## Career Guidance Program

A booth showing FAA activities was a major attraction in a recent three-day Career Guidance program attended by some 15,000 students in Fresno, Calif.

The booth, one of 51 in the program, was manned by Ray Todd, Lemoore RATCC; Robert Cox, Fresno GADO; Donald Hosepian, Fresno Tower, and Joe Gilkison, Fresno Airway Facilities Sector.

## Examination Center Grows

Business is booming these days in the Examination Control Center in Oklahoma City. In the two years the Center has been in existence, over 9,000 examinations have been processed.

Created by Systems Maintenance Service to administer the written exam part of the Technician Certification Program, the Control Center worked with the FAA Academy to write certification exams for some 75 FAA systems. Through these tests, technicians who have not successfully completed Academy courses can demonstrate and verify their theoretical knowledge of specific FAA systems.

## Sick Leave Derby Winner

Would you believe 27 years with the CAA/FAA and never a day of sick leave? The man who has kept the doctor away all that time is Frank L. Chaplin of the Philipsburg, Pa., FSS.

Chaplin was the frontrunner in an Eastern Region Sick Leave Derby to determine the employee who was "sickest the least" among the Region's 7,300 on the rolls. At the time his entry was posted in the derby, Chaplin had accumulated 2,304 hours of sick leave.

Chaplin has no secret formula for his evident good health. "I indulge in everything everybody else does," he says. "Only maybe I indulge a little less than most."

## This Was An Inside Job

R. A. Coward, Fresno General Aviation operations inspector, recently gave Private Pilot written examinations to eight inmates at the Sierra Conservation Camp near Fresno.

Herman Johnson, a flight instructor and a certified teacher at the Conservation Camp, found a sufficient number of inmates were interested in aviation to warrant evening classes in basic aviation subjects.

## Air Sheriff Aided by WE

FAA recently assisted the Fresno County Sheriff's Air Squadron in California by presenting a program on mountain flying and density altitude. The program, conducted by Robert Asbury, Fresno General Aviation District Office, included the showing of a recent film on that subject.

## Bird Suffers Damage

Rick Coffield, son of Denver Center Controller Duane Coffield, rescued a rare Golden Eagle which became ensnared in a barbed wire fence and broke a wing during a recent storm in the area.

Rick and his father turned the bird, which is of a species slowly dying out, over to the Fish and Wildlife Service which will present it to a zoo when the wing heals.

## New Safety Idea

Pilots in the Southwest Region have been given a reminder to file flight plans. A blue decal, which can be quickly attached to the instrument panel, is serving to remind pilots of that extra bit of safety in flight.

It was designed by Albuquerque Area Manager Paul E. Cannom to stimulate flight plan filings and briefings among pilots who fly the mountainous areas of New Mexico.

The decal lists the proper sequence of information in filing the plan and emphasizes that filing can be done in person or by telephone and radio. A total of 100,000 decals, in rolls of 250, has been printed for use throughout the Southwest Region.

Comments on the decals have been excellent, including interest expressed by the Administrator as to the extent of improvement the decals will make in flight planning.

## What Blinking Altitude?

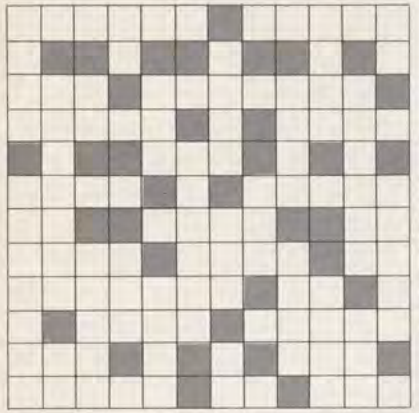
Airplane lights blinking in Morse code to indicate altitude will be evaluated in simulation studies starting in June at the National Aviation Facilities Experimental Center.

At the recent National Air Meeting on Collision Avoidance held at Dayton, Dr. H. Richard van Saun, chief of human engineering at the Center, told the group that tests will be run to learn how helpful the lights might be to pilots.



# Airman Antics

Designed primarily for pilots, this puzzle is part of a safety education program conducted by Flight Standards Service. How many in your work group, pilots and non-pilots, can work it? For solution, watch INTERCOM.



**ACROSS**

1 Mends (ropes, spars, etc.)
7 Color
10 Omni direction
11 Exhaust gas
12 Fuel mixture (rare)
14 FAA regional office (ab)
15 Minerals in natural state
16 Brain measure
17 Harmful in fuel or oil
19 Airman or aircraft record
21 Eight-thousand-foot runway
23 Take-off (ab)
24 Wt. & Bal. term
25 Airmen remain at ..... but keep alert!
27 Kind of wood
30 Elect. harness
32 Hyd. ldg. gear
34 Fuel or oil storage
35 The ..... rule is applied in design of SS aircraft
36 Cutting tool
37 C' shaft bearing
39 Secures sheet metal
40 Electrical or electronic reference

**DOWN**

1 4,130
2 Elect. measuring device
3 Necessary to start engine
4 Part of aircraft cable
5 Sometimes used to denote exhaust
6 Math term
7 Type of supercharger
8 Equal
9 Caused by engine—important to mechanic
13 Sharpen
18 Electrical measure
19 A cleaning agent
20 Internal aircraft communication (early days)
22 Weight measure
23 Total time (ab)
26 Goof
28 Used at engine change, etc.
29 Sheet metal tool
30 Los Angeles airport
31 All right
33 Handle (slang)
34 Trim device
37 Roman number
38 A direction (ab)

## Reagan Cuts Ribbon

Joseph H. Tippets, newly named Associate Administrator for Personnel and Training, participated in dedication ceremonies recently for San Diego's new airport terminal building at Lindbergh Field.

Governor Ronald Reagan cut the ribbon officially opening the new terminal.

## Career Information

While an FAA exhibit attracts the attention of students at St. Michael's College, Winooski, Vt., Bartholomew Whelan of the Boston Area office provides information to other students who professed an interest in an FAA career after graduation.

# book blips

**Selected new library acquisitions for professional reading. Check your local FAA library for these aids to professional development.**

**The Challenge of the Computer Utility.** Douglas F. Parkhill. The purpose of this book is to facilitate the growing discussion of "computer utilities," a term meant to be synonymous with "information utility," "information network," "time-sharing" and "fireside computer." A broad overview of the subject is presented revealing the history, technology and economics of the computer utility and its possible implications for society. Topics fall under four main headings: 1) Principal historical and technological developments leading to the computer utility, 2) Technology of computer utilities, 3) Economic and legal considerations, and 4) Future possibilities. (Reading, Mass., Addison-Wesley Publishing Co., 1966. 207 p.)

**Elements of Transport.** R. W. Faulks. This book provides a general groundwork to assist in grasping the basic essentials of the transport industry as a whole. Special care has been taken to relate the principles involved to their actual application, while the use of illustrations and drawings helps to bring home the points to the student of transport, whether by land, sea or air. (London, I. Allan, 1965. 200 p.)

**Safer Skyways; Federal Control of Aviation, 1926-1966.** Donald R. Whitnah. The complex and exciting panorama of early aviation development is detailed in this well-documented account. Federal control of civil aviation in the United States is examined, progressing from the Air Commerce Act of 1926 through the successive government agencies that were finally to become the FAA and the CAB. The technological advancements introduced are traced, underscoring the primary purpose of governmental regulation, that of making the airways safer for all forms of aircraft and passengers. (Ames, Iowa, Iowa State University Press, 1966. 417 p.)

**The U.S. Air Force: A Pictorial History in Art.** James J. Haggerty and Warren Reiland Smith. From the Air Force Art Collection of more than 2,500 canvases, the authors have chosen 146 representative works to tell the story of aerospace power, its development, and its scope as well as the men who brought it into being. (New York, Books Inc., 1966. 261 p.)

**Wings of Mystery: True Stories of Aviation History.** Dale M. Titler. This selection of the air mysteries which continue to stir imaginations includes tales of the ill-starred bomber Lady Be Good, the Navy blimp that landed safely but without a crew, and a chapter presenting the history of Unidentified Flying Objects. (New York, Dodd, Mead and Co., 1966. 299 p.)

**The Zeppelin Fighters.** Arch Whitehouse. This historical chronicle presents the German Zeppelin raiders whose bombing raids terrorized England and France during early World War I. The author tells of the early test flights leading to the Zeppelin's much advanced development over the fighter plane and of the British pilots who changed the rules of the game with each combat flight they made in order to defeat the invaders. (New York, Doubleday, 1966. 290 p.)

## Loud and Clear

## Boatman Calls Colombia Via Satellite

The message being sent by Miami Area Manager Paul Boatman tells the story behind this picture (*left*). Speaking to General Alberto Pauwels, Director General of Civil Aviation, Bogota, Colombia, Boatman said, ". . . I am aboard one of Avianca's Boeing 727 aircraft on a special test flight at an altitude of 800 meters over Miami. My voice is being transmitted from Miami to a satellite located over the Pacific Ocean, . . ." Pauwels acknowledged the greetings extended on behalf of Administrator McKee and reported that Boatman's voice had reached him loud and clear via NASA's test satellite ATS-1.

## Controller Cited for Writing

An air traffic control specialist who writes during off-duty hours has gained national recognition from the Air Traffic Controllers Association.

Roger Myers of Birmingham Tower has written seven articles in recent months for the *Birmingham News* magazine which depict the history and growth of aviation in Birmingham and describe how aviation is working in the Birmingham community today.

A citation presented to Myers by ATCA's Local Chapter president, William Davis, in behalf of the national headquarters of ATCA reads, in part: "For an original and significant contribution to the dissemination of knowledge pertaining to the aviation industry."

# *cycling saves time*

Long before the Department of Transportation was established, FAA's Al Sanell made a major breakthrough in solving the problem of commuting in dense Washington, D.C., traffic.

The one-way travel time between his Silver Spring, Md., apartment and his downtown office at 800 Independence Avenue has been reduced from around 90 minutes to 20.

His unusual solution not only saves him almost two hours each day, but saves many dollars and pays dividends in the form of better health and a new hobby he can share with his family and friends.

Sanell, a maintenance specialist in the General Aviation Branch of Flight Standard's Maintenance Division, describes his discovery this way:

"It took from one to one and a half hours to get to work—usually jammed in the midst of reeking perfume and odorous human sweat. In desperation, one beautiful spring morning I borrowed my son's three-speed bike. I made it to the office in about an hour after riding down hill and walking up another. For several weeks, I used the bike two or three times each week until finally I could ride all the way both up and down hill.

"Before I knew it I was really enjoying it, because all the physical discomfort was gone. Then I started riding every day and on weekends too."

Like most big breakthroughs, the next one came with better equipment. Sanell bought a 15-speed bike for his son and a 10-speed one for himself. In answer to a question on how he decides what gear to use, Sanell answered:

"I don't really decide. You might say that it's a hand operated automatic shift activated by the fatigue factor."

As the founder and first president of the Touring Wheels Cycle Club, Sanell and his boy regularly share weekend rides with up to 30 bikers. There are picnic rides, training rides, moonlight rides and even swimming hole rides. Some are along the historic C&O Canal and others stretch to overnight trips to state parks. His enthusiasm for cycling has spawned a club of more than 200 cyclists ranging in age from "six to sixty."

Sanell admits that he uses more conventional transportation during the relatively few winter days when the streets are unsafe for cycling because of snow and ice. Neither low temperatures nor summer showers keep him from cycling to work, however. He deals with cold weather by dressing accordingly and by selecting a gear ratio that causes him to work a little harder and generate more body heat.

Sweatsuited Sanell swings by Capitol.

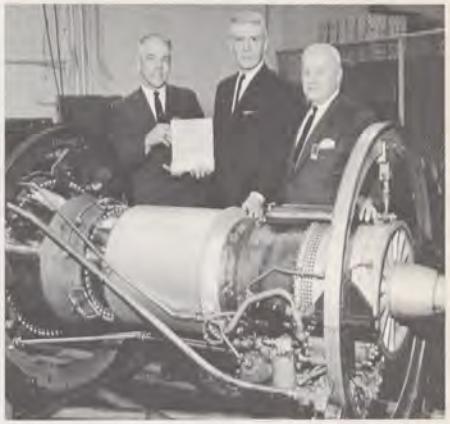
Sanell on 10-speed "Gitane" leaving work.



# people in focus

**Visitor.** During a recent visit to Balboa, C.Z., FAA facilities, Prime Minister Errol Barrow of Barbados talked directly to the pilot of a U.S. Navy plane arriving at Panama from a mapping mission. Controller H. C. Hayes points out the "blip" on the terminal radar scope. The Prime Minister made a full tour of local facilities.

**Supersonic Orientation.** After a supersonic flight in the T-38 advanced trainer, San Angelo Tower Chief John Schwab and Controller Mel Burner asked the photographer to record the event. From left are Maj. Douglas Wingate, Schwab, Burner and Lt. Ralph Rohatsch. The flight was from Webb AFB, Texas.



**More Cranepower.** Paul Gibson, chief of the Eastern Region's Engineering and Manufacturing Division (left), presents a type certificate to Pratt and Whitney Aircraft officials for a new, more powerful engine to power the Sikorsky S-64 Flying Crane. The newer version provides an extra margin of safety, increasing the two-engine Flying Crane's payload by one ton with one engine out. The new version is rated at 4,500 shaft horsepower versus 4,050 for the earlier versions.

**Straight Answers.** During an Alaskan Region co-sponsored program on Equal Opportunity Employment, Emil Notti of the Cook Inlet Native Association wanted specifics about publicizing newly-opened opportunities for minority youth, working with educational and training institutions to develop more current and practical job preparation and establishment of realistic job entry qualifications. He got the answers to these questions and a lot more during a two-day seminar co-sponsored by Willard L. Bowman, Executive Director of Alaska State Commission for Human Rights, and Alaskan Region Director George M. Gary, President of Anchorage Federal Exxecutive Association.

**Winner.** Oklahoma's Junior Miss is Donna Lynn Barnes, 17-year-old daughter of Aeronautical Center employee William H. Barnes and Mrs. Barnes of Moore, Okla. High school senior Donna was chosen from among twelve finalists in the state contest to represent Oklahoma in the Junior Miss pageant in Mobile, Alabama.

**Chairman.** Harry M. Haugan, chief of computation at NAFEC, chaired a session on scientific programming at the Spring Joint Computer Conference sponsored by the American Federation of Information Processing. Haugan heads NAFEC's 112 computer operators.

**Foul Fuel.** During a recent meeting of the Inter-agency Bird Hazard Committee at Atlantic City (NAFEC), power losses on this engine caused by bird ingestion were measured. From left, Commander W. H. Hile, Naval Air Systems Command; Dr. John L. Seubert, U.S. Fish and Wildlife Service; and E. A. Seaman, USAF.

**Government Guys.** Jack Hammond (second from left), chief of the Bakersfield, Calif., Airway Facilities Sector, is spearheading a movement to bring about closer relations at all levels of government. Here he meets with state, county and city officials.

**Commendation.** W. V. Fox, Fort Worth Center chief, left, receives a special service award certificate from SW Region Director Henry L. Newman.

**Advisors.** This group assembled during a recent meeting of Alaskan Region's General Aviation Advisory Committee which exchanges ideas on all aspects of General Aviation. From left, Henry Hubbell, Flight Standards General Aviation boss in Washington; Alaskan Aviation Commissioner William Burns; Ruth O. Buck, flight instructor; and Harry Turnpaugh, Alaskan Flight Standards Division chief.

**Sheriff's Posse.** Controller Lloyd E. Jenson, Boise, Idaho, Tower, right, rides during off-duty hours with the 40-member Ada County Sheriff's Mounted Posse. The group, formed primarily for recreational riding and participation in parades and rodeos, also participates in emergency law enforcement operations.

**Sweet-talk.** Posing with Miss America (1962) Maria Beale Fletcher are Carolyn McAtamney, left, and Lois Cook, center, of Alaskan Region.

**Bakke and Friend.** Administrator McKee and Eastern Region Director Oscar Bakke discuss operations in Kennedy Tower, which the Administrator toured on a recent visit to Eastern Region headquarters. General McKee's day in New York also included a meeting with regional division chiefs and staff officers. Accompanying him in the tower cab are JFK Tower chief William Parenteau (left) and New York Area Manager Chris Walk.

**Transition.** Virgil E. Knight, right, received a Special Service Award of $400 for his exemplary efforts in the transfer of FAA airports to the State of Alaska. Director George Gary, who presented the award, said: "The quality of his performance was shown in a recent letter from President Johnson to Governor Egan which commended FAA employees for their cooperation in the transition."

**Smile of Welcome.** Adorning the reception desk in the headquarters building lobby at the Aeronautical Center is Carol J. Brown. Carol came to her present job as Center Receptionist from Data Services Division after joining the agency in December 1966.

**Sales Success.** Carol S. Stubblefield, secretary to the Army representative in Central Region headquarters, was very successful in her attempt to sell tickets to the St. Patrick's Day Dance to Director Marsh and Deputy Director Barrow.

**Preflight.** A well known customer dropped in on Don Hutchinson at Tucson FSS before taking off for Los Angeles at the controls of his private plane.

**Better Than a String.** Albuquerque Area Manager Paul E. Cannom, right, has designed a decal to remind pilots in the Southwest Region to file flight plans. The decal, which can be quickly attached to the instrument panel, lists the proper sequence of information in filing the plan and emphasizes that filing can be done in person or by telephone and radio.

**Alaskan Frontiersman.** Anchorage controller Tom Kinney got into the spirit of Alaska's Centennial celebration by growing part of his turn-of-the-century costume.



Bush pilot Don Sheldon aids in search for climbers.

Choppers from Ft. Greely join the search.

Jack Leonard was the ears and voice during critical period.

Army of newsmen descend on Talkeetna FSS.

Jubilant trio relive the first successful ascent of Mt. McKinley in mid-winter.

# to the rescue

For four anxious weeks, the attention of all the nation was fixed on the safety of seven daring mountain climbers who were attempting an unprecedented winter ascent of Mount McKinley, North America's tallest mountain.

Stories datelined "Talkeetna," a tiny Alaskan village 80 air miles north of Anchorage, described each step toward the rescue of a seven-man team which had been out of radio touch with Talkeetna for almost three weeks. While most of us read of the rescue in *Life* magazine, several FAAers saw it first hand.

Nerve center for newsmen and the rescue teams was the Talkeetna Flight Service Station.

"The tension here was terrific," remembers Duane C. Durand, station administrator. "We worked around the clock many days handling all types of services not in our manuals. We were glad to, though, since we had met these brave men. We were working with Alaska's famous bush pilot, Don Sheldon, and others who were out risking their necks flying in the massive canyons in minus 50 degree temperatures while trying to lend a hand."

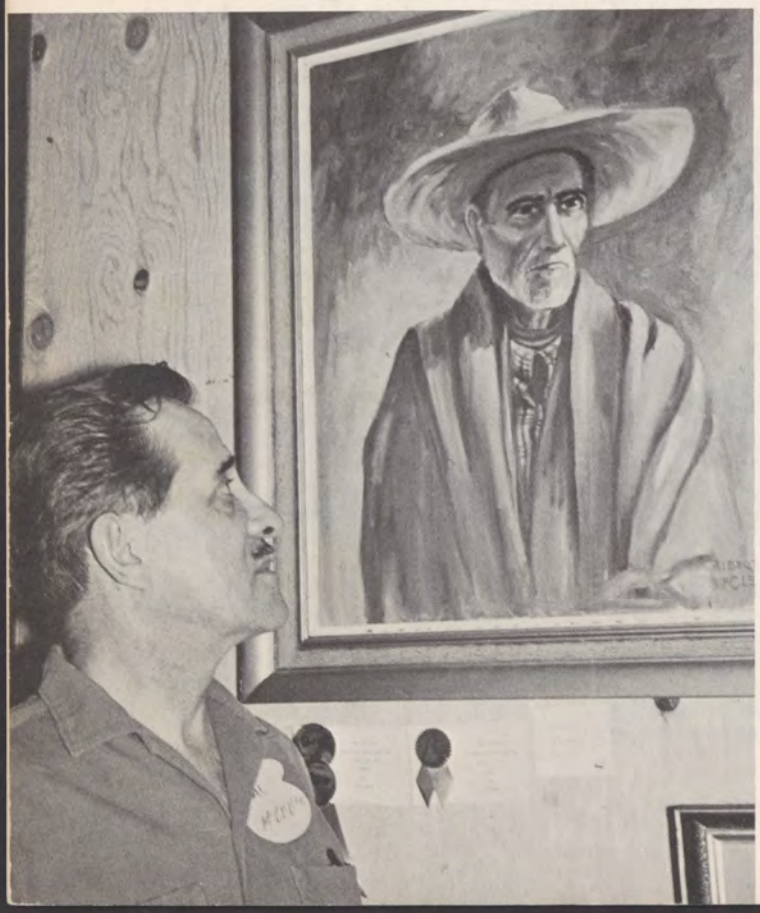
A vacant FAA family quarters became an Army barracks for helicopter crewmen to rest in between search missions among the peaks and glaciers of the 20,000-foot mountain.

The drama ended on a happy note when three Anchorage climbers—Art Davidson, Ray Genet and Dave Johnston—were flown out by helicopter after descending to the 10,000-foot base camp. They are the first climbers ever to make the climb in the winter. Others in the party who had declined to go to the top were airlifted off the mountain by Army helicopters. Durand concedes that FAAers at Flight Service Stations throughout the nation are performing many helpful services to the public these days, but in Alaska it extends to mountain climbers, newsmen, pilots and just about everyone else.

# after hours

## Trim Bowler

Eastern Region's Evelyn Daab is a proficient bowler and who would disagree that it isn't only on the alleys that she is capable of bowling 'em over? Evelyn, who has been with the FAA since January 1964, is secretary to the assistant manager of the New York Area Office. Other activities in which she cuts a fine figure are tennis, swimming and dancing. She has recently taken up the guitar, the best thing to happen to that instrument since it became a rock 'n' roll symbol.



## A Winner

Dabbling in paint or oils is always fascinating. But few of us would have the nerve to put our dabbles before the public to be judged. However, "Sunday" painter Albert McClellan did just that not long ago and won the "Best in Show" ribbon at a local art show. Artist McClellan also puts out the Airman's Information Manual and other publications for Air Traffic Service in Washington.

*Photo Credit: Mt. Vernon-Lee Press, Mt. Vernon, Va.*

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