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Cold War GI Bill Goes To Senate

Now awaiting action by a House Senate Conference is the new GI Bill to increase educational and vocational benefits to post-Korean veterans.

Under the proposed reform, the monthly allowance for full time study would be raised to \$130 for a single veteran, \$155 for a veteran with one dependent, \$175 for two dependents and \$10 extra for each additional dependent. Also included

- Permission to enroll in flight training with 75 per cent of the charges paid by the Veterans Administration.
- Reversion of the limit on home loans for veterans in Alaska and Hawaii to \$30,000.
- Permission 'for' veterans to receive educational allowances while completing high school.
- Changing the computation formula for benefits to 1.5 months benefits for one month's service for active duty after January 31, 1955.

They'll Know What's Wrong

Airmen Will Get Answers Following Taking a Test

FAA will be providing improved service to the public through a new automated method of reporting written test results to airman applicants. Under the new system, scheduled to start July 1, airman applicants will be notified of the types of questions answered incorrectly on written tests.

Information on test results is of considerable educational value to the applicant. By knowing the areas in which he answered questions incorrectly, the applicant can direct his additional study efforts accordingly.

Recognizing these benefits, an ever-increasing number of applicants have been requesting written test results information from FAA. Presently this information must be manually prepared and is provided only in response to specific requests.

However, the new automated system will result in the agency notifying all applicants without request of the subject matter areas in which one or more questions were answered incorrectly.

James F. Rudolph, Acting Director of Flight Standards, said, "We hope to have a lot smarter airmen with this new system."

Civil Aviation Disrupted

FAA Evacuates Offices In Mideast Blow-Up; All Safe

By THOM HOOK

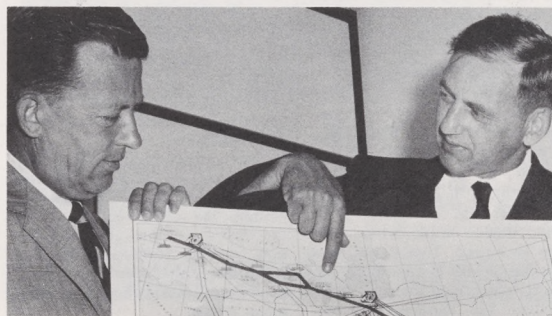
WASHINGTON—A number of FAA offices were disrupted in the recent Middle East hostilities, but all personnel now are safe. According to Charles O. Cary, Assistant Administrator for International Aviation Affairs, six field offices were immediately concerned with problems brought on by the sudden conflict. They were Tunisia, Greece, Turkey, Iran, Jordan, and Lebanon. The last two had to be evacuated suddenly. Personnel in Jordan were sent to Tehran in Iran; those in Lebanon to Athens, Greece.

In Amman, Jordan, four FAA technicians were doing work for the Department of the Air Force: Frederick E. Hartquist, Charles L. Jones, John J. Minchik and Richard E. Larson.

At Beirut, Lebanon, the International Field Office and Flight Inspection Group — part of the European, African, Middle East Region—consisted of: William A. Beeton, Jess R. Speckart, Earl D. Borden, Frank V. Day, Bernard D. Franchello, William P. Harrell, Kenneth C. Higbee, Joseph E. Hobb-croft, Lillian Karam, Walter Klickovich, John F. Kuhar, Edwin L. Lunsford, Joyce Pauley, Roger F. Schultz, Herbert Dale Smith, E. Gale Vinnedge and Albert D. Williams.

Despite many an anxious moment, all of the above personnel and dependents are safe now.

(Continued on page 8)



Airlines Diverted

A fully-controlled air route between east and west, which FAA completed a month ahead of schedule, permitted airlines to skirt troubled areas during the Mideast war. James L. Whitmore, right, Assistant Chief of Technical Assistance, discusses the Central Treaty Organization route with Maurice J. Mitchell, head of the European/African Operations Branch.



Back From Beirut

The family of John F. Kuhar, chief flight inspector for FAA in Beirut, displays a Lebanese newspaper. The Kuhar youngsters, shot at on the way to school there, were evacuated to join their parents, who were home in Cleveland on leave. Left to right are Judy, James, Mrs. Kuhar, Kuhar and Robert. Inspector Kuhar looks forward to another foreign assignment. Plain Dealer Photo.

Pay Hearings Slow Down but Not Stopping

This year's proposed 4.5 per cent Federal pay hike is tied in with the postal rate bill and the current ceiling on Executive Salary Schedules. If the higher postal rates pass Congress, an additional \$700 million would be available to help finance employee's raises. And if the rate of compensation of \$26,500 is raised for Level V of the Executive Salary Schedule, the effect will be felt in all GS grades.

The Johnson Administration still favors a three-stage pay hike with an effective date of October 1 and full pay comparability with private industry being achieved in 1969.

But there is some strong sentiment in Congress for an effective date of July 1 for the first stage of the Federal pay raise with a possible reduction of the two year waiting period for full comparability.

Public hearings on the pay bills by the Subcommittee on Compensation of the House Committee on Post Office and Civil Service are scheduled to be wrapped up by the end of the month — possibly by June 24.

★ SHARE IN FREEDOM
★ U.S. Savings Bonds
★ New Freedom Shares



The Twiggy Look

Mrs. Carole Downs, of Airports Service, Washington, enjoys getting a semi-Twiggy haircut from Barber Kermit Scragg, FAA Barber Shop. Carole finds the new style practical for work and boating weekends.

Industry Gets Report On Research & Development

Current research and development programs were discussed on June 13 to a full house when FAA made its first annual "Report to Industry" at Washington Headquarters.

GUAM—A deer isn't as dear now to Robert Bantz, Electronic Technician, Guam.

While en route recently to his Ocean View home on his motorcycle, he ran smack into a deer which dashed across his path from the jungle bordering the roadway on both sides. Bantz was pretty well shaken up, but the jay-walking deer was killed instantly.

In commenting on the new program, Administrator McKee said, "One of the missions of this agency's research and development organization is to keep the interested aviation public apprised of the research and development activities that are underway, and to prepare them for the resulting system changes that will be brought about. The Report to Industry is the inaugural step in an agency program to accomplish this on a systematic, regularly-planned basis."

(Continued on page 8)

Passing of Communications Era Occurs As Old Transmitters Go

HONOLULU — The passing of an era was noted recently at the Pacific Region transmitter station here as the last of the originally-installed equipment was phased out of service in favor of more modern equipment.

The original station was commissioned in early 1942, shortly after the outbreak of World War II and was equipped with CAA-type THP, THR, and THS transmitters. Twenty-five years later, in 1967, some of these original THR and THS transmitters were still in daily service, providing vital around-the-clock communications to vast areas of the Pacific.

But the age of the equipment has created special problems for the maintenance technicians at the station. Many replacement parts are no longer commercially available and must be handmade. Some of the older-type tubes are available only on special order.

Consequently, the old equipment became too expensive to maintain. Besides the cost factor, the high-voltage power supplies for the THS occupy several hundred square feet

of valuable floor space which is needed for additional transmitters. So replacement was only a matter of time.

When the Weather Bureau transferred its San Francisco-to-Honolulu weather map transmissions from FAA radio to submarine cable several months ago, modern transmitters at San Francisco became available for transfer to Honolulu, and the phaseout of the old faithful THR/THS began.

The names of people associated with the original Ft. Weaver station are like a who's who of CAA/FAA oldtimers in radio communications.

Names like Harry Hill and Si Little, who were maintenance chiefs in Honolulu in 1942. Harry retired as SM-200 and Si is now in Bangkok on an assignment with the AID mission.

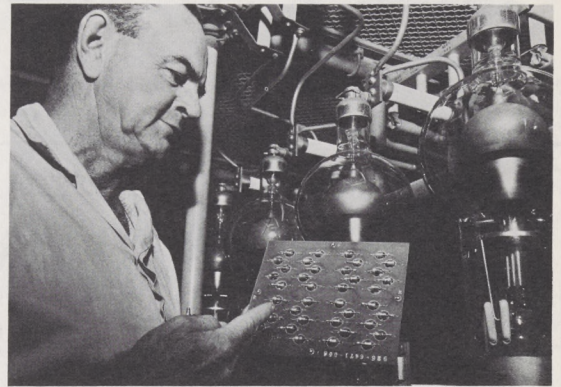
Mel Ellison, first station chief at Ft. Weaver, was an engineer in the Pacific Region headquarters office when he retired. Tom Banks, now with the Sandia Corporation, was project engineer on the original installation. Bill Farinon, who now

supplies radio equipment to the FAA from his own firm, was also an engineer on the original installation. Al DeLong, now a maintenance technician at Ft. Weaver, helped to build some of the original THR transmitters at the old CAA Machine Shop at Fort Worth, Texas. Joe Uahinui and Charlie Chu worked on the original installation and are still working in the Pacific Region. Louis Jacobson, Sheldon Fogg, and Bart Boyer were on the original station staff.

There were many others involved, of course, but it is impossible to name all of them.

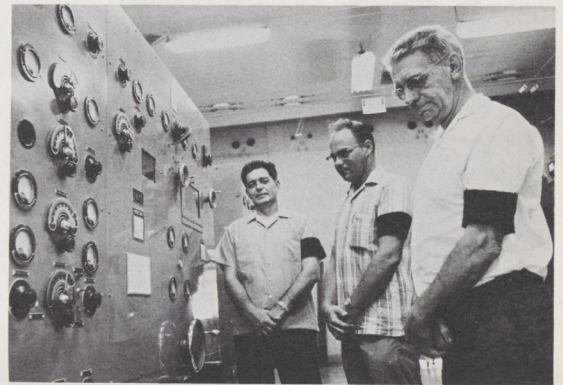
The Ft. Weaver transmitter station has been enlarged three times since 1942, and it now houses some of the most sophisticated equipment available for long-distance radio communication.

In contrast to the THR-THS transmitters, which were built for CW (morse code) and manual operation, the newer equipment in the station transmits any combination of voice, teletype, and high speed data on independent sidebands and uses completely automatic tuning.



Space Saver

Facility chief Francis Blatt points to the size difference between the new transmitter equipment's high-voltage diodes and the huge rectifier tubes (shown in background) of the old transmitter power supply being replaced.



Crocodile Tears

In a mock ceremony, old-time Ewa transmitter station technicians (complete with black arm bands) mourn during moment of silence before the last of the originally installed THR transmitters, being replaced by more modern and efficient equipment, is dismantled. Mourners (left to right) are: ETs Clayton Muller, Dillard Miller and Al DeLong.

Controller's Daughter Chosen as Beauty Queen

FREMONT, Calif.—Shelly Seitz has been chosen Miss Fremont of 1967. She will reign for one year and compete in the 1967 Miss California Pageant. Winner of the pageant will represent California at the Miss America spectacular in Atlantic City this year.

Shelley's father is Howard Seitz, who works at the Oakland Air Route Traffic Control Center. Three of the ten finalists in the contest

were daughters whose fathers work for the FAA at the Oakland ARTCC. The other two runners-up were Cheryl Evans and Jan Schweikhard; their fathers are Phillip Evans and William Schweikhard.

Another beauty who has reigned as Maid of Newark, Calif., for a year, is Linda Dierks, daughter of Melvin Dierks who also works at the Oakland Center.



Wow!

Shelly Seitz, daughter of Oakland Center controller has been selected as the lovely 'Miss Fremont' of 1967.

Controller Is Dismayed When Student Obeys

OPA LOCKA, Fla.—The following incident actually happened to an FAA controller at the busy airport here where a great deal of pilot training is conducted.

The traffic pattern had several trainers conducting "touch-and-go" landings. Several newly soloed students were in the landing sequence. Two of the students had been sequenced *number one* and *two* for the runway.

The first one ground-looped after landing and came to rest squarely in the middle of the runway.

The controller immediately transmitted to student *number two*, who had already been cleared for a touch and go, "Go around! Disabled aircraft on the runway."

Student number two dutifully "rogered."

The alert tower operator noticed, however, that student number two was continuing his approach. He repeated his previous transmission with a firmer voice, "Go around! Disabled aircraft on the runway."

Again, student *number two* obediently and quickly "rogered." But the tower man was something less than reassured when he noticed that student *number two* was about to cross the runway threshold, still in a landing attitude.

Student *number two* landed, taxied slowly around his companion's disabled aircraft, and then took off while the tower controller looked on in stunned silence.

On reflection, the tower controller realized that the student had complied to the letter with his instructions. He had landed, taxied around the disabled aircraft on the runway—and then took off again!

U. S. Flight Inspectors Go On FAA Gold Standard

WASHINGTON—FAA has issued 304 "Gold Seals" since the program to recognize outstanding flight instructors was initiated in October 1966.

The program is aimed at motivating flight instructors to improve their qualifications by providing special recognition to those who have outstanding qualifications and instructor performance records.

Recognition is in the form of a Flight Instructor Certificate bearing a distinctive gold seal.

Any flight instructor who meets the special qualification and performance requirements may obtain a "Gold Seal" Flight Instructor Certificate upon application at any time or will receive it automatically at the time of certificate renewal.

HORIZONS

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Mrs. LBJ Presents First Airport Beauty Award

Mrs. Lyndon B. Johnson on June 6 presented the City of Phoenix, Ariz., with the Federal Aviation Administration's first Airport Beautification Award in the agency's new program to honor both public agencies and private organizations which have protected, restored, or enhanced airport beauty.

The award was accepted in the White House ceremonies by Phoenix Mayor Milton Graham on behalf of the Phoenix Sky Harbor Municipal Airport.

Commenting on the FAA program, Mrs. Johnson remarked: "What an appropriate place the airport is for communities to emphasize their beautification programs since it inevitably makes a first and vivid impression upon arriving guests!"

"It is my hope that civic officials, garden clubs, youth groups, and service organizations will give airport beautification a high priority in their improvement programs."

The awards program, for which all American airports are eligible, recognizes airport owners, operators, and civic groups which have made tangible and measurable improvements to their airports, either through "face-lifting" activities or efforts to stimulate public interest in airports through a variety of creative projects.

Phoenix was selected for its outstanding community-wide program to make its airport premises a center of culture and beauty. In addition to its architecture, compatible with the Southwestern mo-

tif, Sky Harbor includes a Spanish chapel, a palm-lined entrance drive, and plans for an educational air museum.

The awards program, first suggested by the Women's Advisory Committee on Aviation, is supervised by FAA. Awards are given to all airports which meet the competition standards. The overall program is aimed at encouraging both long-range beautification plans and immediate action projects that provide prompt visible improvements. At airports where costs or other factors limit the development of long-range programs, communities may qualify for the awards by their immediate actions to eliminate eyesores at minimal cost.

Each nomination is reviewed on a case-by-case basis, with full consideration given to all factors influencing both the quality and extent of the beautification work.

All nominations should be forwarded to the Director of Information Services, FAA, Washington.

On request, FAA Area Offices provide technical assistance and other advisory services to any public or private group or individual.

Responsibility for organizing and carrying out projects that meet awards' standards rests with state and local agencies, airport owners and operators, and civic groups.



On The Move

Miss Jo Ann Griffin, librarian (right) reads over the shoulder of Mrs. Marjorie Webb as the latter selects a book from the Southwest Region's rotating book shelves. Charles C. Faudree also shows an interest in the books available.

30,000th Student Graduates from the Agency's OKC Directed Study Program

OKLAHOMA CITY—Larry A. Foerster, an electronic technician at the Los Angeles Center, Palm-dale, has become the 30,000th person to graduate from FAA's Directed Study Program, with the completion of the NAS IBM System/360 course.

Foerster is convinced of the benefit of correspondence training. He first started his directed study efforts in 1962 and has averaged two course completions each year since then. During this same period of time, he has completed three Academy resident training classes.

Larry's accomplishments are unusually noteworthy in that his manual coordination was handicapped severely because of a childhood injury. In 1963, he entered a hospital for a neurosurgical exploratory operation. The surgery was successful and during the next several months, his motor reflexes continued to improve. Then after a thorough medical examination and evaluation, he resumed his work as an electronics technician.

After Larry's discharge from the Air Force in 1961, he applied for a position with FAA, was accepted,

and became a radar technician trainee in May, 1962 in Los Angeles.

Immediately he enrolled in a directed study course. Since being assigned to his present position, he has completed resident training at the FAA Academy in Basic Radar, Radar Bright Display Equipment and Radar Microwave Link.

He has completed 14 directed study courses and is completely certified on all ARTCC equipment.

Larry, 30 years old and father of four, is a native of Nebraska, was graduated from high school in Yankton, South Dakota.

He spent four years in the Air Force, during which time he was trained in electronics at Keesler Air Force Base and assigned to duty on Resolution Island, a remote base between Labrador and Baffin Island, as a radar repairman.

FSS Mistakenly Broadcasts Music To Texas Pilots

WICHITA FALLS, Tex.—Roland Flatt and Dale McKinney like music, but not over the Wichita Falls FSS radio.

However, that is what they got recently when receiving on 122.1 mc. The music was believed to be from a local Wichita Falls radio station.

Electronic technician Lloyd Wellman was called to trouble-shoot and after verifying that the music was from the commercial station, he theorized a pilot was listening to the music and his mike switch was stuck.

Unit Chief Ken Buikema called the radio station and asked the announcer to interrupt his program with a message to pilots who might be listening to the station.

The music stopped as the announcement was made, but the music-loving pilot did not identify himself. After 13 minutes of somewhat non-routine duty, Flatt and McKinney returned to the routine of just plain pilot-controller talk.



A Real Winner

Mrs. Lyndon B. Johnson warmly congratulates Phoenix Mayor Milton Graham after she presented him with the FAA's first Airport Beautification Award for the work his city did at the Phoenix Sky Harbor Municipal Airport. DOT Secretary Boyd (left) and Administrator McKee smile as Mrs. Johnson says, "What an appropriate place the airport is for communities to emphasize their beautification programs since it inevitably makes a first and vivid impression upon arriving guests."

Concrete 'Bull Pen' Should Work Florida Fixed Base Operator Ready for Summer Hurricanes

MIAMI, Fla.—One farsighted fixed-base operator at Opa Locka will be ready when Hurricane Hannah or some other howling female sets her course through South Florida this summer.

He now has under construction at Opa Locka Airport a mammoth

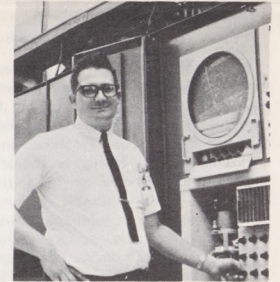
concrete-louvered walled area, enclosing 96,000 square feet of space. It is designed to protect aircraft from Hurricane-force winds.

The hurricane bull pen, equipped with paved taxi strips, will provide emergency tie-down storage for 150 planes.



Freedom Sharers

Administrator McKee signs up for new early pay-off, higher interest Freedom Shares with Clarke Harper, Associate Administrator for Administration and 1967 Savings Bond Share-In-Freedom FAA Campaign Chairman. "G-Girls" distributing literature were (left to right): Earlene Frye, Linda McIntosh, Margie Vicks and Marty Durham. Agency-wide participation is now 81.6%. The drive ends this month.

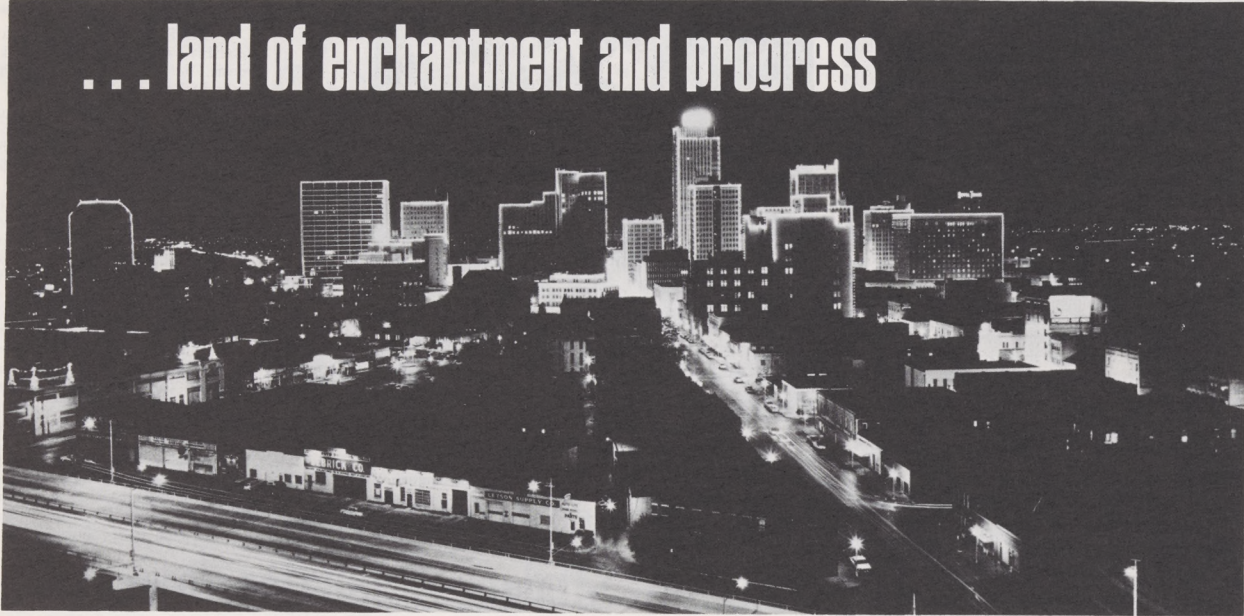


30,000th

With the completion of the NAS IBM System/360 course, Larry Foerster, an electronics technician at the Los Angeles Center, became the 30,000th person to graduate from FAA's Directed Study Program.

The Fabulous GREAT SOUTHWEST

... land of enchantment and progress



The golden glow of thousands of individual lights illuminates the Fort Worth skyline during the merry Christmas season on through the world famous rodeo.



Here is "Big D", fabled sophisticate, civic auditorium of Dallas. Fort

By George Burlage

When nature etched the geography and chose the climate for the giant of Texas, variety was the vogue. Great contrasts exist from dry West Texas plains to the piney woods of East Texas, from the wind-blown Panhandle to the sunny Gulf Coast. Add arid mountainous New Mexico on the west, fabled and bayoued Louisiana and the scenic vacationland of Arkansas on the east, and historic Oklahoma on the north—and the total product becomes the FAA's Southwest Region.

This is an area of contrast, growth, and accelerated activities in aviation, industry, science, agriculture and recreation. The world's first atomic device was triggered in New Mexico 22 years ago; the heart beats of astronauts in space are monitored today in the Houston Manned Space Center. In war or peaceful pursuits, the Southwest region of the United States has made its niche in history.

Climate favored the men who followed the wagon trails of the pioneers, and they, in turn, became pioneers—in aviation. San Antonio gave birth to American Army aviation in 1917, and Kelly Field became the largest flying field in the world, serving as a training center for pilots, ground officers and enlisted mechanics. Between world wars Kelly became famous as a pilot training center and most pre-World War II pilots called Kelly their alma mater. Pilot training mushroomed from numerous bases in the Southwest during World War II, a trend continued today with 78 per cent of all undergraduate pilot training conducted from airbases in these states.

Adding to the fixed wing training is the 16-week preliminary flight training at Fort Wolters, near Mineral Wells, Tex. Here future pilots for the Vietnam helicopter war learn to fly in the first phase of a course that will be followed by advanced training at Fort Rucker, Ala.

Aviation industry has followed the climate and training to the Southwest, with much of it centered in Texas-Oklahoma. Experience gained on the mile-long assembly line at Consolidated (now General Dynamics) Fort Worth in the manufacture of B-24s for World War II and the B-36s in the postwar era has given Fort Worth its legacy in aviation. Bell Helicopter is a principal supplier of rotary wing aircraft for the Vietnam fighting; General Dynamics is getting the F-111—the nation's first variable sweep wing fighter—operational to meet the needs of the Navy and Air Force; and Ling-Temco-Vought, near Dallas, is working on the XC-142, an experimental V/STOL aircraft for the military. In addition to the larger aircraft manufacturers centered in the Dallas-Fort Worth area, Aero Commander has a plant in Bethany, Okla., and Snow Division of the same company builds agriculture aircraft in Olney, Tex. Mooney has plants in Kerrville and San Angelo, Tex., and numerous other certificates are held by smaller companies.

Adding to the aviation hub of Dallas-Fort Worth are Texas Instruments and Collins Radio, manufacturers of electronic equipment for navigational as well as other purposes.

In an environment of men wanting and learning to fly, the forerunner of the FAA's Southwest Region was established, growing in today's organization of 4,647 employees. The first office was set up at a former helium plant, built in World War I to supply gas to Navy dirigibles. Today's regional office is at the same site, a pastoral setting on Fort Worth's north side.

Nearly 16 per cent of the nation's airports are located in the Southwest Region, with Texas leading the nation with 853. Houston is completing a new intercontinental airport, which is designed for the supersonic transport. Dallas-Fort Worth has on the drawing board a proposed regional airport that will encompass 20,000 acres, making it the world's largest. New Orleans is the third major air traffic hub in the Southwest. Albuquerque, El Paso, Oklahoma City, San Antonio and Tulsa make up the medium hubs.

Modernization of center activities has given the Southwest Region three new center facilities. Fort Worth, in 1962, consolidated parts of the El Paso and St. Louis centers; in 1963 Albuquerque took the remaining El Paso area and part of Phoenix into its enlarged operations; and in 1965 Houston brought the activities of New Orleans and San Antonio centers into a single facility at the new Houston Intercontinental Airport.

Other air traffic facilities include 49 towers and six RAPCONS and RATCCs and 52 flight service stations, including three AIDs. The Region's electronic technicians maintain 210 air navigation and 285 landing aids, plus the numerous terminal radar and supporting facilities. Working environments for the technicians contrast sharply from the often snow-covered Gallup ARSR site and the complex of equipment atop Mount Franklin at El Paso, both near the 10,000-foot mark, to the New Orleans VORTAC located offshore in the waters of Lake Pontchartrain.

Establishment of the Areas followed principally the boundaries of the centers, with each Area office being located in the center of aviation activity. Fort Worth is not only a partner in the center of aircraft manufacturing, but is recognized as the hub of air traffic in the Southwest. Fort Worth Center is the FAA's fourth busiest, and the proposed new airport for the region is compatible with the growth of air carrier traffic that is being projected for the future. Houston is the home of large fleets of executive and corporate type aircraft, with a large number of jets serving the oil and other industrial interests which have worldwide holdings. Albuquerque is astride major airways that connect California with the midwest and eastern terminals and serves as a principal stop for private pilots venturing into the Rocky Mountain area and the government executives working with nuclear devices, both for peaceful and war uses.



Albuquerque, jewel of New Mexico, sparkles. Sandia Mountains rise majestically over the



Dallas, famed sophisticated market center of the Southwest. The round building in the foreground is the new stadium of Dallas. Fort Worth and Dallas, only 30 miles apart, are jointly developing a regional airport.



The new type FAA tower stands tall at Houston Intercontinental Airport where the runways are finished and buildings are taking shape.



Top executives who guide the activities of the Southwest Region chat informally outside a building at the regional office. Left to right: Director Henry L. Newman and Area Managers Paul E. Cannon, Albuquerque, C. A. Commander, Fort Worth, and William E. Peterson, Houston.

Southwest Region people enjoy having fun in the bright warm sun that is so much a part of their life. Water sports top the list.



New Mexico, sparkles in the foreground as the fabled Santa Fe sits majestically over the city.

Aviation in the Southwest has become more than a conveyance, in many respects it is a tool. Float equipped planes use the bayous of Louisiana for oil exploration and for quick transportation of geologists; the largest civil helicopter fleet in the world, Petroleum Helicopters, supports offshore oil exploration and production; helicopter and amphibious plane fleets, as large as some small nation's air forces, are employed by oil companies in the same offshore operations; farmers fertilize and spray crops; cattlemen use copters and light planes for surveillance and roundups; and vacationers are exploring great natural wonderlands of mountain lakes and desert playgrounds or just getting to horse racing events, football games, hunting areas, or social events more quickly and comfortably. Charter and air taxis are filling the gaps where private pilots and aircraft cannot fill the need.

Growing with the flight activities are flying clubs, with the participants spurred on by excellent flying weather. Growth of club flying is reflected in the formation and expansion of the

Longhorn Flying Club in the last two years. Pioneering in this area of flying, Longhorn was activated by the University of Texas in 1960 and grew to the second largest flying club in the country. Breaking away from its sponsor, the club has subsequently become a corporate organization with 12 additional clubs formed in other Texas cities with more than 1,600 members. More recently club membership has grown beyond state boundaries and the first out-of-state Longhorn club was established in Albuquerque.

FAA employees engage in a multitude of activities for recreation and entertainment. Variety is as common as the weather—from the ski slopes of New Mexico to the swimming beaches of the Gulf.

Spilling out from the Dallas-Fort Worth metropolitan area is the merging of two once distinct but now rapidly changing Texas cultures. West from Fort Worth—"Where the West begins"—are the ranchers and farmers of the vast southern plain; to the east, with Dallas as a centralized cultural center, are the piney woods and bayous, tinged with a bit of the Old South. Geographical distinction is more pronounced than cultural as Texans wholeheartedly support the arts and fashions and preserve their history and customs.

Neighbors have borrowed from Texans and are creating and fashioning attractions of giant size, or are innovating the spectacular. The scenic tramway up 10,000-foot Sandia Peak at Albuquerque offers skiing in winter and breathtaking views the year-round. Eastern Oklahoma and Arkansas are developing their mountainous areas into super vacationlands of lakes and scenery, with the added ingredients of excellent fishing, swimming and boating. History and Indians still attract many to parts of Oklahoma and New Mexico, and the scores of man-made lakes surrounding Texas' metropolitan areas provide weekend recreation for the water lovers.

"Six Flags Over Texas", midway between Dallas and Fort Worth, attracts visitors from all parts of the country. Dallas' Cotton Bowl and the Astrodome in Houston offer spectator sports for audiences in the Southwest's major metropolitan areas. Add the Sugar Bowl in New Orleans and the Sun Bowl in El Paso and flavor it with Southwest Conference play and football becomes King Sport for several months of the year. Extra excitement is provided by the Mardi Gras in New Orleans each year, and for calming flavor of Old Mexico one may visit the peaceful river setting in San Antonio.

Today, the residents of the Southwest are another breed of pioneer—frontiersmen in new leisure and new types of outdoor living. Traditionally, they still demand space as reflected in their homes which are designed to facilitate the enjoyment and comforts of urban life. This is the Southwest Region, the total of geography and man's endeavors, where a sense of pride and accomplishment go hand-in-hand with progress toward the richness and happiness of its residents.

Mobile Library Helps Employes Get Books Fast

FORT WORTH—A new version of the bookmobile has made its debut in the Southwest Region.

Employees in the larger centers of FAA activities can now obtain books from a rotating extension of the Southwest Region library. Actually, these are bookshelves on wheels that are serving the three air route traffic control centers—Albuquerque, Fort Worth and Houston—and the Houston Area Office. Books are rotated periodically among the mobile bookshelves and the main library.

"This is part of our effort to provide services as well as make employees away from the regional office aware that the library facilities are for all employees," Miss Jo Ann Griffin, librarian, said.

Now approaching its second birthday, the Southwest Region Library has grown to more than 4300 volumes. It provides retrieval services, technical reports on microfilm, periodicals, technical and instructional books as well as the latest volumes on management, administration, personnel, aeronautics, and radio and electronics. A large law library is also maintained.

"We attempt to be of service to everyone," Miss Griffin said. "It is our business to supply employees with publications or information they request."

Requests by mail and telephone are increasing, with each being filled promptly. Together with the newer revolving libraries, Miss Griffin and her staff, Mrs. Mary Adair, assistant librarian, and Miss Maria Barrera, an OSA summer employee, are building a popular and dependable reference and information source.



Second Time VP

John K. Hall, chief of the accounting Division, Aeronautical Center, has been re-elected second vice-president of the Federal Government Accountants Association. He also has been nominated for the association's Distinguished Leadership Award. The FGAA is a national, professional organization for personnel in the federal service who have administrative and policy advisory responsibilities in the areas of accounting, budgeting, auditing and similar financial control operations.



Jolly Green Giants

Only a color photo could do justice to the green blazers being worn by Frank Beeton's team of WNA Tower controllers. The jackets have made them celebrities at the airport. The fellows all decided to start wearing the distinctive sport coats at one of their regular briefing sessions. Once people around the airport became aware of who they were, conversations were struck up on air traffic control and their interesting role in keeping WNA traffic moving efficiently.

Choppers are the Heros of Viet Nam and the First Love of GADO's Gowin

RICHMOND, VA.—Helicopters are the Phyllis Dillers of aviation, but in Hamilton (Ham) Gowin's loving eyes they are better configured than a movie queen.

Gowin, chief of the Richmond, Va., GADO, attributes his devotion to helicopters in part to the enjoyment he derives from flying them and in part to his faith in their future. "To a great extent they are the future of aviation," said Gowin who foresees a tremendous increase in the use of helicopters.

A veteran pilot with more than 38 years of aviation experience, Gowin is the acknowledged helicopter expert at the Richmond district office located at Byrd Field. To keep himself current in the

chopper field, he recently took a refresher course at the FAA Aeronautical Academy in Oklahoma City.

Classes he attended covered the aerodynamics and theory of helicopters, normal and emergency procedures, performance and limitations and flight testing standards. The course ended with a written examination that Gowin passed with flying colors.

Gowin noted that while the course entailed a good deal of physical and mental work, it was a labor of love.

"We had 50 hours of ground school and about 18 hours in the air. I had more than 180 simulated autorotations (forced landings)

during the two-week period," he said. "If you can't handle a chopper in an emergency after that, you never will."

Gowin is the only FAA inspector at the Richmond GADO qualified to flight check applicants for issuance or renewal of civil rotorcraft certificates and ratings. He is checked out in most basic civil helicopters, as well as those used by the military. Many an Army helicopter pilot owes his proficiency to Ham Gowin's expertise and ability to impart his knowledge to others.

Gowin has been with the CAA/FAA since 1941. A native of Louisville, Ky., he began his aviation career there at Bowman Field in 1929. He literally advanced from the ground up, serving in several non-flying capacities before becoming chief pilot for a local flying service. He was also a flight instructor for many years before he accepted an inspector's position with the CAA in October 1941.

Gowin has become one of the best known FAAers in the entire state of Virginia. His serious mien belies his affability and eagerness to impart his vast knowledge to each new generation of pilots. A regular feature in the "Ramp," the state's aviation newspaper, is a column by Gowin that private pilots read religiously. In addition, he speaks often to pilot groups on the various aspects of flying, always with the emphasis on safety.

After almost four decades in aviation, Gowin has lost none of his enthusiasm and the awe with which he beholds the wonders of flying. That, in large measure, accounts for his love affair with the helicopter.

"Within our lifetime," he says, "we'll see the helicopter assume a major role in the transportation of people and cargo. Their potential is enormous. I'm as eager as a kid awaiting Christmas to see them really come into their own."



Chopper Expert

Ham Gowin is seen where he likes to be best, in the left seat of a helicopter where he is about to conduct a flight check for an Army helicopter pilot. The chopper is a Huey, similar to those in use in Vietnam.

San Juan Now Places Second In Passengers

SAN JUAN, P. R.—This Caribbean city rose to the number two spot in a world-wide study by the National Transportation Safety Board (former CAB) of the top 100 points of air traffic activity.

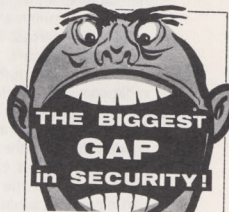
The recent study was based on the total number of passengers carried by U.S. airlines in March 1966. A 100-percent sampling of international and territorial air travel on U. S. flag airlines is taken twice a year by the Board. Of the top 100 origin-destination points studied around the world, San Juan, with 164,900 passengers, was surpassed only by New York, which had 194,600 passengers for the month.

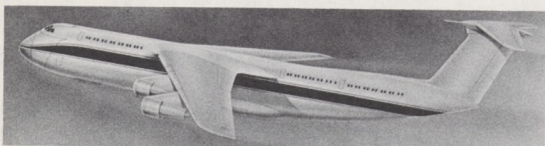


More Ham

Carl C. Drumeller, better known to radio amateurs the world over as W5EHC, and to fellow Aeronautical Center employees as Chief, Plans and Programs Section for the Aircraft Services Base has done it again.

A prolific writer, Carl has had numerous technical articles of concern to the radio amateur published over recent years in a variety of magazines for the radio ham. Carl is also Vice-President of the Aeronautical Center Amateur Radio Club.





Giant C-5A Transport Christened 'Galaxy'

MARIETTA, Ga.—"Galaxy" is the name selected by Lockheed-Georgia Company for its huge C-5A transport.

The choice of name for the world's largest aircraft follows a Lockheed tradition of giving its airplanes celestial names such as Sirius, Vega, Constellation, Orion, JetStar, and StarLifter.

The C-5A's new name is very fitting because of its size and cargo capacity. When completed, it will measure 245 feet long, 65 feet high, with a wingspan of 223 feet. Its tail assembly will stand six stories tall.

The 728,000-pound mammoth

will be capable of flying, non-stop, 5,500 miles with a 112,600-pound payload, at 500-plus miles an hour.

These jet transports, being built for the U.S. Air Force, will be able to carry 16 ¾-ton trucks and two M-60 battle tanks, or 14 supersonic fighter aircraft in a single load, or airdrop 30 jeeps in a single pass.

The first of these jets will roll off the assembly line at Marietta, Ga., next February, and will enter service early in 1969.

The commercial version of this aircraft will be certificated by the Southern Region. As the competition stands now, the 'Galaxy' will be the largest U.S. carrier.

Denver Area Man Is Crime Stopper For Youngsters

DENVER—Marvin L. Olsen, a civil engineer in the Airway Facilities Branch, Denver Area Office, is a part-time Volunteer Probation Officer.

"I first became interested in volunteer probation work when I learned of it at a church meeting," Olsen said. "The volunteers receive nine hours of training before they are assigned to a case and their work is supervised by the courts and professional probation people."

The volunteer probation officer program was initiated in the City and County of Denver in November 1966. The program has met with good response in the community and fills a definite need.

The volunteers work with youngsters who have been in trouble with the law.

Olson is working with a 19-year-old boy who has had one term in jail.



Jaycee Winner

Larry Crider, Roswell, N.M., Flight Service Station specialist (left), is presented the "Jaycee of the Year" award by Jerry Yowell, Jaycee state president at ceremony at Roswell Country Club. Crider was further honored by being installed during the ceremony as the club's vice president.

Florida's Sebring Races Used Airport's Runways

SEBRING, FLA.—Each spring, this bustling city becomes the center of the auto racing world. With the running of the 12-hour Grand Prix and the four-hour Trans-American races, the Sebring Air Terminal becomes a race course as well as an airport.

Since the races are held on the airport—using runways and taxiways—it is natural that thousands of general aviation pilots and their passengers would fly in to view the event.

For the past 11 years, FAA air traffic control specialists from Orlando Tower have provided temporary ATC services during the four-day race meet. Operating from a free-standing WWII tower, these ATC specialists work traffic by means of a light gun and a series of portable VHF transceivers set up on special frequencies designated for the event.

Also, during the past three years,

flight service station specialists have journeyed from the Orlando FSS to help out at Sebring. Utilizing the lounge area in the general aviation building, the FSS men provided basic weather briefings, flight plan filing, and other services to arriving and departing pilots.

Controllers interviewed said that during the first three days of activity, they normally handle between 200 and 300 general aviation landings and takeoffs a day. On the fourth or "grand finale" day, operations usually total between 700 and 1,200, depending on weather conditions.

As an example, upon opening at 7:00 a.m., the final day, there were only six aircraft on the ramp. By 10:30 a.m., there were 380.

At noon, race-start time, there were well over 600 on the ramp, ranging from no-radio Aeroncas to Bonanzas, Gulfstreams, business jets, and even four-engine transports.

New Flight Check Device In Suitcase Designed For Foreign And Other Use

FAA has developed a portable package for flight checking air navigation aids as emergency equipment and for use at remote locations where it is not economical to dispatch an FAA flight inspection aircraft to accomplish a single inspection.

The idea of a portable flight inspection package was conceived by the Southern Region in 1964. The advent of light-weight solid-state VOR and ILS receiving equipment made it practical to proceed with the project.

Arvin Basnight, then Director,

Southern Region, and Al Morrissey, then Chief, Aircraft Management Division, provided the leadership that led to the development of the first prototype.

This unit, constructed by the Aeronautical Center's Aircraft Services Base, contained solid-state VOR/ILS receivers, operating console and oscillograph recorder encased in a single suitcase weighing 66 pounds. It was adaptable to any type aircraft with a 28-volt power supply, VOR/ILS receiving antennae and flight characteristics essential to flight inspection activities.

Following flight tests, the unit was further modified. The major change was to encase the receivers in a separate suitcase with the control panel and recorder in a smaller suitcase that fits into a standard airline seat.

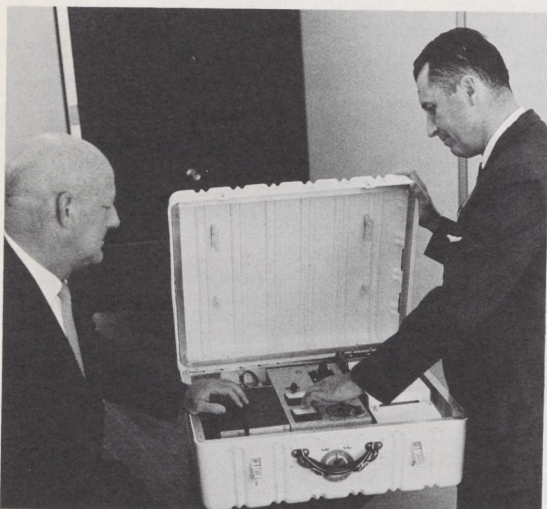
The modified prototype has the capability to perform in-flight inspections of VOR/ILS (Localizer and Glide Slope) facilities for conformance to ICAO and U.S. performance standards.

Final testing, performed at the FAA Aeronautical Center, has proven the accuracy and dependability of this unit to be equivalent to the VOR/ILS systems used in conventional FAA flight inspection aircraft.

However, standard FAA flight inspection aircraft employ two or more receivers of each type for comparison purposes and higher confidence in measurements while the portable package has single receiving capability only.

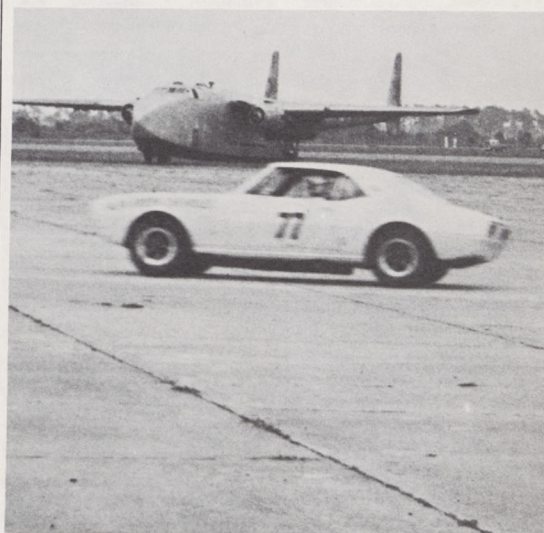
By using antenna multicouplers, the package can be installed and operated in many types of aircraft without monopolizing or interfering with the normal navigation equipment. If the aircraft is equipped with a TACAN receiver, it is possible, through an auxiliary jack and cable, to record the pilot's TACAN course indicator.

The portable flight inspection package has attracted considerable attention abroad, particularly from countries where the flight inspection workload does not warrant a special purpose flight inspection aircraft.



In The Bag

Al Morrissey (left) and Arvin Basnight check the details on the new portable flight test equipment that is capable of performing a lot of work that formerly could be done only by flying a large aircraft on a flight inspection mission to check performance of nav aids.



No. 77

No. 77 rounds a bend as C-82's form a backdrop during the 1967 Sebring Races. Tower and FSS people from Orlando helped arriving planes.



Here I Go

James S. Beasley, newly appointed Area Manager for the Balboa Area, points to Panama where he and his family will go about July 15. Beasley's background in international work will serve him well in this active aviation spot between the Americas.

Beasley Named Balboa Area Manager in C. Z.

PANAMA, Canal Zone—James S. Beasley has been named Area Manager for the Balboa Area and will take over his new duties about July 15.

Beasley, now serving as Southern Region's International Aviation Affairs Officer, has had an extensive and colorful career during his 23 years' Government service.

Beasley joined the CAA/FAA in 1947 in the Washington headquarters as an Air Carrier Operations Inspector. His career covers many years in the foreign field, in-

cluding assignments as Chief Advisor in FAA International Field Offices at Bangkok, Thailand; San Francisco, California; Paris, France; Rome, Italy; and Miami, Florida.

The Italian Government, in 1964, appointed him an Honorary Officer of the "Order of Merit of the Italian Republic". The President of Italy also awarded him the "Order of the Cavalier" for his invaluable contributions to their government in airways structuring and aircraft certification.

Employees Leave Crisis Area of Middle East War

(Continued from page 1)

As is the case in all U.S. Embassies, Consulates and Missions overseas, an evacuation plan exists which can be put into effect when emergencies develop. Such plans include the evacuation to a safe haven of all U.S. official families and American citizens.

The FAA group in Jordan was evacuated by U.S. military C-130 aircraft to the designated safe haven in Tehran, Iran.

Personnel of the Beirut office were evacuated to Athens, Greece, using chartered airline aircraft and the FAA T-29 flight inspection aircraft.

Altogether more than 4,000 Americans were evacuated from Lebanon, and about 1,400 from Jordan.

It appeared at first that it would be necessary to evacuate the FAA Group from Tunis, Tunisia. Fortunately, this turned out to be unnecessary. This group consists of George E. Luecker and Edmond J. Desautels on regular duty, and Dale V. Johnson and John L. Meyer on temporary duty.

Pan American, TWA and other U.S. aviation operations throughout the Middle East were considerably disrupted. Extensive coordination was carried out with the Department of State by the Operations Liaison Branch of the Office of International Affairs and in turn with the New York International Field Office holding the Pan Am and TWA certificates, and with the Flight Standards Service.

Operations at Cairo, Tel Aviv, Beirut, Dhahran and Algiers were stopped. Operations beyond, involving Pan Am round-the-world flights and TWA operations beyond the Middle East to Bombay and Hong Kong, were diverted to circumvent the hostile area by over-flying Turkey and Iran. Communications and airways facilities installed under the CENTO arrangements were useful in accommodating the diversion over Turkey and Iran.

TWA operations from Athens and Cairo to Nairobi were diverted to over-fly Libya, Chad, Central African Republic and the Congo. Yeoman work was accomplished by the New York IFO in coordinating clearances for such diversions and the issuance of necessary exemptions to operating certificates.

It may be some time before operations return to normal. TDY assignments en route to the Middle East and North African countries were halted, as was shipment of material slated for use by some of the offices.

Shortly after Beirut personnel moved to Athens, they went back into operation, flight checking facilities in Turkey.

In case of emergency evacuation such as took place in Jordan and Beirut, evacuation orders are issued by the U.S. Embassy and provide per diem to cover expenses at the new location.

DC Bowling Team Takes Top Spot

The annual race to the cup in Washington's FAA bowling league ended in the usual scramble for top honors.

This year the transplanted New Yorkers representing the Washington Area Office and calling themselves the "Rat Pack" (Walt Mergelsberg, Pete Serini, Dick Marek, Ken Gust, Dick Worch) won it all.

Of course they couldn't have done it without the high scoring of one of FAA Headquarters outstanding (pretty too) female athletes, Maryann Patrick.

Other top honors went to "The Fabulous Five" from WNA Tower, 2nd place, and "The Teetotalers", who defeated "The Lively Ones", representing Leesburg Center, for third place in a one game rolloff.

Industry Gets Report On Research & Development

(Continued from page 1)
PAPER PRESENTED AT
THE MEETING

• A report covering the present status and planned implementation of National Airspace System en route programs. It included information on the system acquisition and the overall program execution, and was jointly written by John C. Mercer, Chief of the ATC Development Division, SRDS, who has over 24 years experience in engineering and technical management; and J. W. Rabb, Chief of the Systems Division, National Airspace System Program Office. Rabb earned a Master's degree in electrical engineering from Virginia Polytechnic Institute and spent a year as Assistant Professor of Electrical-Mechanical Engineering at

Louisiana Polytech. Since then his entire professional career has been in computers and data processing.

• The research and development programs on aircraft noise directed toward: (a) suppression or reduction of noise at the source, (b) development of optimum safe operational procedures to minimize noise exposure, and (c) development of comparative measurements for evaluating noise levels under research. This report was done by James F. Woodall, Chief of the Aircraft Division, Aircraft Development Service, a graduate of Aeronautical University in Chicago and the California-Western Law School. He has had 22 years experience in aeronautical engineering and related fields.

• A report on development studies covering emergency escape tech-

niques and principles for transport and small aircraft; impact absorbing materials and torso restraint systems for aircraft cockpits; and pilot fatigue, reaction times, decision times, general alertness and well-being. This report was by Dr. Stanley R. Mohler, Chief of the Aeromedical Applications Division of the Office of Aviation Medicine. Before coming with FAA, he was Medical Officer in the NIH Center for Aging. Dr. Mohler is a graduate of the University of Texas School of Medicine and also holds a graduate degree in physiology.

• A two-segment report dealing with (1) programs concerned with fire detection, extinguishment, and control for aircraft power plants; lightning hazard and protective measures for fuel systems; safety and reliability of general aviation

aircraft exhaust heat exchangers; protective devices against engine ingestion of foreign objects; and relative fire hazards of thickened fuels. (2) emphasis on pilot-training methods, aircraft stability augmentation, cockpit instrumentation and flight operations.

This two-part report was jointly written by Harold D. Hoekstra, Chief of the Engineering and Safety Division, Aircraft Development Service, an aeronautical engineering graduate of the University of Michigan who had seven years industrial experience in aircraft design and flight test engineering prior to his nearly 30 years' service with FAA; and Colin G. Simpson, Chief of the ADS General Aviation Safety Division. He holds a degree in mechanical engineering from the University of California and a Master's degree in aeronautical engineering from Cal Tech.

• A report on the technical and economic studies aimed at determining the role of V/STOL aircraft in short-haul transportation was written by Joan B. Barriage, Program Manager, VTOL and STOL, Aircraft Division, Aircraft Development Service. She is a graduate of Purdue University and joined FAA in 1956.

• A report was given on air-ground communications systems under consideration in which the burden of channel changing is shifted from aircraft to ground. Application of satellite-supported ATC systems was discussed, as were programs under consideration to modernize the equipment and functional capability of Flight Service Stations. These were reported by Raymond E. Spence, Jr., a 1951 graduate in physics from Ohio State University who worked in communications engineering for industry and for the military before coming with FAA in 1960. He is chief of the Voice Communications Systems Branch in SRDS and chairs a joint US/UK/Canadian satellite working group which is studying the application of satellite technology to international ATC facilities.

• A report was given describing the long-distance navigation systems programs, domestic en route aids and all-weather landing activities. The discussion paper was in terms of ground-based equipment, cockpit and airborne systems, and was written by David J. Sheffel, Assistant Chief of the SRDS Navigation Development Division. He earned a BSEE degree from Clarkson College of Technology in 1950 and managed Air Force projects prior to coming to FAA in 1958.



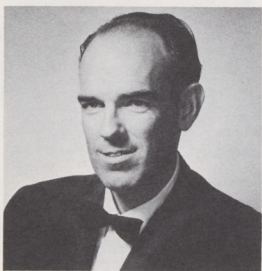
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