The T-38 Talon jet trainer has a speed of 800 m.p.h.

Valdosta, Ga. Radar Approach Control (RAPCON) keeps pilots on course.

Read How Radar Aids T-38 Students Page 2

FAA HORIZONS

Vol. I, No. 3—Published biweekly for the people of the Department of Transportation/Federal Aviation Administration—July 10, 1967

Top Mechanic

Administrator William F. McKee (right) presents the FAA Aviation Mechanic Safety Award and a check for $500 for the air carrier category to Winifred R. Gilliland, of Tulsa. Gilliland's work assures proper pitch trim motor operation controlling Boeing 727 jet horizontal stabilizers. Not shown, but similarly rewarded in the general aviation category, was Forrest L. Stolzer, of Little Rock, for a device insuring uniform engine thrust in light turboprop twins.

The Public Has A Right To Know

Information Freedom Act Goes Into Effect

On July 4, 1966, President Johnson signed Public Law 89-487, popularly referred to as the "Freedom of Information Act," which was to become effective one year later on Independence Day. In signing the act, the President said, "A democracy works best when people have all the information that the security of the nation permits. No one should be able to pull curtains of secrecy around decisions which can be revealed without injury to the public interest. . . ."

Agency policy for carrying out the act is contained in the Department of Transportation regulations which were published in the Federal Register, Thursday, June 29.

In implementing the act, the agency is establishing document inspection facilities at headquarters, at each regional office, NAFEC and the Aeronautical Center.

Some of the significant aspects of the Information Act are:

- Information will be made available to the public to the greatest extent possible.

(Continued on pg. 8)

Mideast Action Told In Hot Line Letter

By Fred E. Hartquist
Chief, FASG, Jordan

TEHERAN—You may like to know of some of the happenings in Jordan during our last week there. The week really started on June 5th, the day war started.

Charles Jones, John Minchik, and Richard Larson all went up to Mafraq that morning and I remained at the office. About 11:00. a.m. Minchik noted that the last of the American USAF people had very hurriedly departed via C-130 and also heard that the Egyptians had shot down 44 Israeli aircraft over Cairo.

He gathered the other fellows and hightailed it for Amman. They went directly to the embassy where Walt Irwin told them to just go on home and await developments. So they missed the attack on Mafraq by about two hours.

For myself, things were a bit different. I intended staying around the office until after listening to the 1:00 p.m. Israeli news broadcast, but they announced the broadcast would be delayed until 1:45.

At 1:15 the air raid alarm sounded—so we all headed for the slit trenches, one of which was in the open space just back of our office building.

The first four Israeli *Mirage* aircraft came in about 10 minutes later, straight down the runway from the north at about 200 feet. No one fired at them until after

(Continued on pg. 8)

Pilot Physical Doctor Honored

LITTLE ROCK—Dr. Phil E. Thomas, Jr., one of 144 doctors appointed aviation medical examiners in 1927, was honored recently for 40 years of continuous service to the FAA and its predecessor organizations.

On the occasion, Dr. Clyde A. Lynn, Southwest Region flight surgeon, presented the FAA's Certificate of Commendation to Dr. Thomas. A long-time Little Rock physician, Dr. Thomas is one of 10 of the original group still in active practice.

During the first year the examiners were appointed, they gave 4,162 physical examinations. This year an estimated 400,000 physicals will be performed by the current group of 5,933 AMEs, with Dr. Thomas performing about five hundred.

Tampa TRACON Opens

The new, modern Terminal Radar Approach Control (TRACON) at Tampa International Airport in Florida will be commissioned today. The new facility, complete with ASR-5 radar system, today will also assume the responsibilities of the RAPCON at McDill AFB.

Signed on the DOT

The Cunningham brothers, Captain Robert P. (left) and John J. (right), get together in Washington, where they both work for DOT. Captain Cunningham is Chief of the Military Readiness Div. at Coast Guard Headquarters, while his brother in mufti is a management specialist in Career Systems Division, FAA, Office of Personnel and Training.

Control Equipment Going To Viet Nam

Newman Speaks On Airport Planning

DENTON, Tex.—Henry L. Newman, Southwest Region Director, spoke at the two-day seminar "Vision and Reality — Metropolitan Planning" held here recently.

The North Texas State University seminar in urban affairs program covered inter-governmental relations in the implementation of regional plans. Papers on local, regional, state and federal roles were presented by national leaders.

Newman's presentation, "The Impact of the Regional Airport on the Dallas-Fort Worth Area Transportation Planning," was one of two specifically devoted to current regional planning and implementation.

Communications and air traffic control equipment valued at $4.7 million will be supplied by the FAA to U.S. military forces in Viet Nam under terms of intra-governmental agreements announced June 27.

The agency will design and build 22 electronic communications systems worth $2.8 million for the U.S. Army. The Air Force will get 15 mobile airport control towers costing $1.56 million and 10 airport control tower consoles costing $307,000.

Each of the Army's 22 communications systems, to be built at the Aeronautical Center in Oklahoma City, includes a control tower console, which accommodates four airport traffic controllers, and other equipment which includes transmitters, receivers and recorders installed in mobile vans at the base of the towers.

(Continued on pg. 8)

"X-Ray Recovery" Works For T-38 Jet Students

By Gerrie Cook

VALDOSTA, Ga.—A calm, reassuring voice crackles through the Air Force student pilots' earphones . . . "MONEL FOUR CLEARED X-RAY NORTH ILS . . . MAINTAIN ONE-SIX-THOUSAND . . . HEADING ONE-TWO-ZERO . . ."

To many, this might sound like a foreign language . . . but not to hundreds of young Air Force pilots taking final flight training at Moody Air Force Base, Ga. Such a voice would be that of an air traffic control specialist working in the Valdosta Radar Approach Control (RAPCON) facility at Moody.

And, to the young pilot handling the controls of a sleek, supersonic T-38 *Talon* aircraft, perhaps for the first time, this voice is as welcome to him as a light in the window to a lonely traveler.

Hundreds of such air traffic clearances and other control instructions are issued by RAPCON personnel to Moody-based pilots for 16 continuous hours a day, every day, as dozens of these high-speed planes are put through their paces in takeoffs, solo and formation flights, traffic pattern exercises, and landings.

Under non-instrument or Visual Flight Rules (VFR) conditions, as many as 40 to 45 aircraft are recovered to the traffic pattern in as little as 50 minutes. Even under Instrument Flight Rules (IFR), 25 or more aircraft can be handled in the same amount of time. These recovery maneuvers often overlap with a similar number of departures. Departures and arrivals frequently are being controlled simultaneously.

To add further to the controllers' daily workload, the supersonic planes are normally flown by student pilots. Even though instructor-pilots are present on all flights in IFR conditions, minor errors and erratic reactions must be expected. Nothing less than extremely alert men, working together with great skill and precision, could cope with such unique situations.

The Valdosta RAPCON was commissioned in 1958 to support the Air Force's All-Weather Intercepter Training Program. In 1960, the Moody mission was changed to handle the undergraduate pilot training, including the Instrument Flight Rules portion of pilot training.

The RAPCON, using long-range radar, controls airspace in an area up to 23,000 feet over a large part of south Georgia. All operations are closely coordinated with the Jacksonville Air Route Traffic Control Center. Jacksonville Center, located at Hilliard, Fla., is responsible for all en route aircraft operations over central and north Florida, south Georgia, and south Alabama.

Besides filling the needs of the military at Moody, Valdosta RAPCON provides approach control service for airports at Valdosta, Thomasville, Moultrie, and Tifton, Ga.

These civil aircraft operations greatly increase the workload of the RAPCON personnel. This facility is one of the busiest 16-hour facilities in the country. For example, a monthly average of 6,912 IFR operations was recorded for the 6-month period, May through October 1966 . . . nearly triple the amount of traffic handled during a like period in 1963.

Late in 1963, 88 *Talon* T-38s arrived at Moody. These replaced the T-33s, used to perform most of the training flights below "area positive control" (APC) and then, only in fair weather or Visual Flight Rules (VFR) conditions.

The T-38, however, proved to be another story at Moody. Its performance characteristics made it necessary to conduct most training flights at altitudes above 24,000 feet—within the area of positive control. To further complicate operations, the *Talon's* speed, rate of climb, and clean silhouette make it very difficult to see at any altitude.

During early planning for the T-38, Moody's deputy operations commander Colonel Joe King, FAA Jacksonville Center Chief James Pound, and RAPCON Chief William B. Wilson felt that the Special Operating Area (SOA) concept was not compatible with the T-38 program at Moody. They recognized that providing maximum air traffic control for training flights would not be easy. In fact, for it to be possible at all, they had to establish an attitude of genuine cooperation. This attitude was established at the onset of the program, and still is the key factor in the success of Moody's training programs.

Workshop Group is Formed

Armed with this spirit of cooperation, a working group was formed . . . Lt. Colonel Frank Shearin, FAA's Bill Wilson, and controllers Gordon Reynolds and Charles Matthews of Jacksonville Center. Together, they developed basic operating procedures and requirements for the T-38 program.

They modified a high-altitude control sector installed in the Jacksonville Center to service the Moody operations. Many experimental flights were conducted under the new control setup for T-38 instructors.

At first, the changes were so radical there was a mutually strong feeling between controllers and pilots that it simply couldn't be done . . . that there were too many high-speed airplanes, too many inexperienced pilots, too little time and airspace. Changes were then made in aircraft and mission schedules. New airspace assignments were devised; ATC clearances were coded for brevity. But the plan worked and flight safety was greatly improved!

The transition from the subsonic T-33s to the supersonic T-38s was completed in October, 1964. But much work still remained to be done. At that time, Jacksonville Center was controlling about 100 T-38s daily, and the RAPCON's instrument traffic count had doubled. Most of these flights were made four or five times a day for two-hour periods.

It soon became obvious that more space and equipment would be necessary for the RAPCON. So, a crash program was initiated to modernize and expand. The Air Force provided more room in the same building, and relocation to new and larger quarters was made last year.

Even with the many refinements in facilities and procedures, ATC services continued at about the same level until September, 1965. Almost one-third of the training missions were still being performed in VFR conditions. Many conflictions were still occurring between returning IFR training missions and VFR flights. Numerous primary trainers (T-37s) were also operating strictly VFR in the same airspace being used by the supersonic T-38s.

New Technique Developed

The determined FAA/military team then took another step toward their goal of positive separation. Requirements for flexibility and ability to handle high-speed aircraft in volume became paramount, and the team conceived a new instrument recovery technique for all T-38s. They code-named it "X-Ray," and initiated the new "X-Ray Recovery Procedure." Abbreviated call-up, identification and clearance procedures and other new techniques were devised.

Early versions of the "X-Ray Recovery" were discouraging at times. But, doggedly, each new wrinkle was ironed out, traffic patterns were changed, and the flow-control problem was solved by improved scheduling. With these revisions, the major problems were overcome.

At first, pilot resistance to the many new, and often unique, procedures was very strong. Many instructors felt they were being overly regimented and their student training was being hampered. Gradually, resistance evolved into reluctant acceptance, and acceptance into enthusiasm.

There was also controller resistance. In the beginning, pressure on controllers was considerable. They met the challenge, though, and now controllers are proud of the effectiveness of their service.

In performing their demanding work, the controllers must be especially alert and always expect the unexpected. Radio failures are not uncommon; weather recalls, diversions, and other emergency situations are commonplace.

Tough Jobs Attract Best People

The toughest jobs often attract the best people, and RAPCON Chief Wilson will boast that he has the best controllers in the world. The same holds true at the busy Jacksonville Center. Center Chief Pound says that his most proficient controllers seem to gravitate naturally toward the demanding job of simultaneously controlling 20 to 30 of these supersonic *Talons* as they perform their complex maneuvers.

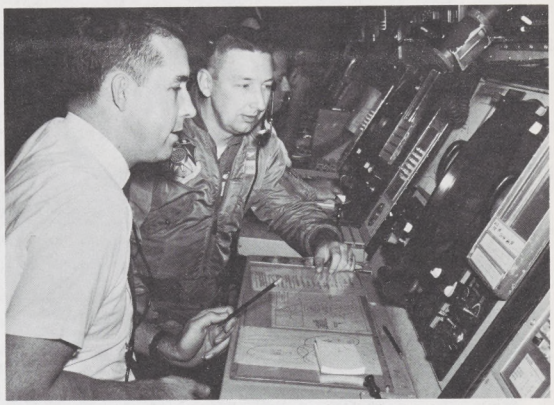
These feelings are not totally prejudiced either, for the Air Force pilots are eloquent in their praise of FAA controllers at both the Center and the RAPCON.

Credit is not a "one-way FAA street" either. Wilson and Pound will just as quickly tell you that Air Force personnel at Moody Tower, Ground Control Approach, and Spence Ground Control Approach facilities consistently provide service *par excellence*. Their cooperative spirit is superb.

Valdosta RAPCON and Jacksonville Center have received outstanding maintenance support from FAA's Airway Facilities personnel. For, without their skilled maintenance of the complex electronics equipment so necessary to modern air traffic control, this success record would have been impossible.

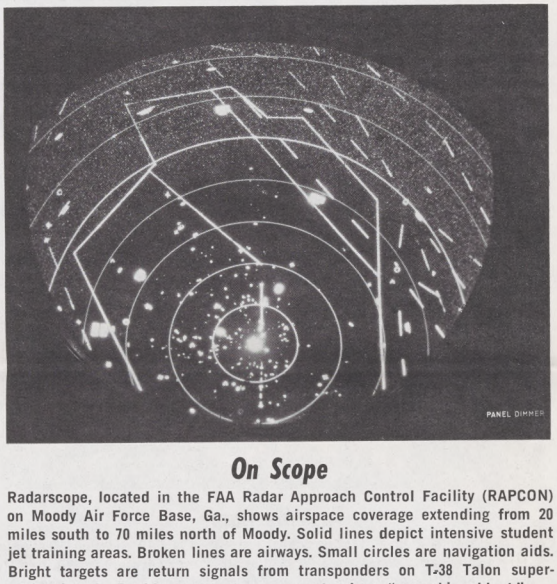
Enthusiastic acceptance of the new procedures by Air Force supervisory personnel is very gratifying. Only recently, Air Force Colonel Joe King wrote, "We feel that the Area Positive Control and X-ray procedures have made outstanding contributions to the safety and effectiveness of our training programs. This opinion is strongly supported by the Air Training Command Inspector General Team and our Standardization/Evaluation Board. Both units recently commended the procedures and those responsible for their development. Additionally, they noted the pilot training program has been greatly enhanced by X-ray rather than derogated as originally feared."

The success of the RAPCON/Center/USAF operations at Moody is further supported by Lt. General W. C. Momyer. In 1965, General Momyer, then commander of the Air Training Command, was very concerned with the potential mid-air collision hazards associated with the Air Force pilot training. After closely observing the new procedures in effect at Moody, he conferred with Administrator McKee on the flight training problems and requested that services similar to those at Moody be provided for all Air Training Command bases. This conference with General McKee was the basis for a current FAA/Air Force plan to implement maximum IFR services for all Air Training Command aircraft. This surely can be viewed as a true monument to the dedicated efforts and professionalism of 'our team' who worked so hard at Valdosta RAPCON and Jacksonville Center.



Arrival Control

FAA RAPCON Controller William Gregory (foreground) demonstrates to Air Force Major Ted Cadou arrival control techniques developed by joint ARTCC RAPCON/USAF team to handle training flights of high-speed jet T-38s operating from Moody Air Force Base. Cadou is Chief of Moody Operations.



On Scope

Radarscope, located in the FAA Radar Approach Control Facility (RAPCON) on Moody Air Force Base, Ga., shows airspace coverage extending from 20 miles south to 70 miles north of Moody. Solid lines depict intensive student jet training areas. Broken lines are airways. Small circles are navigation aids. Bright targets are return signals from transponders on T-38 Talon supersonic aircraft. Double target at upper center is a "squawking ident."

For An Even Better State

Teenage Boys In Alaska Learn Ropes About How Government Really Works

The Northway, Alaska, Area played a prominent part in the organization of the first Alaskan Boys' State held at Glennallen, Alaska. Station Administrator Allen Golat of Gulkana spearheaded the event which saw 45 teenage boys, representing 18 Alaskan communities, assembled at the Copper Valley School near Glennallen.

Boys' State is an American Legion sponsored program to indoctrinate 15- to 18-year-old boys in the principles of state government. The young men, divided into fictional political parties, organize the executive, legislative, and judicial structures of a state government. Legislation is introduced, debated and passed or rejected just as in conventional governmental systems.

Allen Golat, Commander of Glennallen American Legion Post 27 and the Senior Electronics Technician at FAA station Gulkana, is credited with a major portion of the success of Boys' State.

Helping him were Joe Friday of Alaska Governor Hickel's office, State Senator Jan Koslosky, Representative Ted Stevens, Mayor Rasmusson of Anchorage, and Mr. Clyde Shoe, Chief of D&T in Alaska.

The Northway Area, under Area Manager Darrell G. Bricker, made a sizable contribution to defraying the costs of sending the young men. Phillip Miller, son of EMT Bud Miller, Big Delta, and Larry Demit, adopted son of ATCS Carl Brady, Big Delta, attended the session.

Boys' State was housed at the Copper Valley School, a Catholic boarding school, about five miles from the Central Alaskan town of Glennallen. Personnel of the nearby FAA station at Gulkana airport contributed transportation, manpower, and financial aid.

Employee's Navy Son Viet Nam Casualty

Petty Officer 3rd Class David Lawrence Cooper, Medical Corpsman attached to the 1st Marine Division, was killed in action near LocDenang, Viet Nam. He is survived by his parents, Mr. and Mrs. Lester G. Cooper of Salt Lake City, Utah. Lester Cooper is a crew chief at the Salt Lake City Air Route Traffic Control Center.

Because of Medical Corpsman Cooper's action under fire on September 25, 1966, he was presented the Silver Star Medal.

During a combat patrol south of DeNang, David Cooper's unit was ambushed by the enemy. Three Marines were wounded during the attack. Within minutes, three more Marines fell under rifle fire and a grenade barrage. Cooper did not hesitate as he hurried to their aid. For 15 minutes he exposed himself to enemy fire to treat the wounded. At one point a Viet Cong grenade exploded and knocked him down, but he continued to treat all casualties until they were evacuated by helicopter.

David died as a result of enemy rifle fire. A posthumous award of the Silver Star and the Purple Heart will be made to David's parents at Ft. Douglas, Utah.

Viet Nam Casualty

Hospital Corpsman Third Class David Lawrence Cooper, attached to the First Marines, was killed in action near LocDenang. Earlier he had earned the Silver Star Medal for bravery under fire.

Pilot and FAA Join To Save Downed Pair

PASO ROBLES, Calif. — The flight service station here and a light plane pilot teamed up recently to rescue two injured victims of an airplane accident near Paso Robles.

The Oakland air route traffic control center was working a Beechcraft Baron with one engine out, radar vectoring the pilot to the airport.

Shortly after the center notified Paso Robles Flight Service Station of this, the center lost communication with the aircraft. Three minutes later the center said they had lost radar contact with the aircraft.

William K. Vanderpool, chief of the FSS, who was monitoring the operation, said, "We should start looking along this guy's flight path." Roger Harway of La Crescenta, Calif., was standing at the flight briefing counter and volunteered to fly Vanderpool if he wanted to look for the downed plane.

Vanderpool and Harway took off, called the FSS, and obtained a Direction Finder heading that would take them to the Red Hills Intersection, a checkpoint close to where the plane was believed to have gone down.

"After reaching Red Hills we made a wide turn to the left and started back toward Paso Robles," Vanderpool said. "We then spotted the wrecked aircraft. We made a low pass over the wreckage and saw one person lying on the ground on his back. He waved and we rocked our wings so he knew he was spotted."

Harway climbed to altitude and contacted the Paso Robles FSS station. Paso Robles immediately had an ambulance and police on the way. Harway and Vanderpool remained in the area circling over the wreck so they could guide ground vehicles to the scene.

"The wreckage was located three or four miles off the main highway on a dirt road," said Vanderpool. "Upon reaching the turn-off at the dirt road the ambulance got stuck in the mud. We again climbed to altitude and informed FSS that we would need a helicopter to get the victims out."

Vanderpool and Harway remained over the accident scene until a helicopter from Lemoore Naval Air Station arrived with a doctor. The chopper landed, loaded the two injured men aboard and took off for Paso Robles.

The Navy helicopter pilot then asked for directions direct to the Paso Robles War Memorial Hospital. William V. Hoover, flight service station specialist, then guided the helicopter directly to the area of the Paso Robles Hospital by DF. Hoover informed the pilot that he "would have a police car at the hospital 'copter landing area with a red beacon lighted and rotating."

A physician treating the two victims stated, "Had it not been for the quick action taken in this emergency, the elder passenger would not have made it." Both occupants of the crashed plane are recovering.

Other Paso Robles personnel involved in the smooth-working emergency rescue were Watch Supervisor Jack W. Heckman and Specialist Albert C. Moltzer.

Inspector Builds Own Folding Wing Two-Seater

OKLAHOMA CITY — Mark Landoll of the Aeronautical Center is a happy fellow these days.

Six years and 5,000 hours of work after he conceived the idea, Mark, an inspector in the Quality Control Branch, Aircraft Services Base, completed construction of his own airplane and took it on its first flight.

The aircraft, known as the *Landoll Skydoll,* a Cougar-type two-seater, is not just an ordinary aircraft. It has folding wings, can be towed on a highway and stored in an ordinary garage. The entire aircraft, except engine, wheels and instruments, was fabricated by Landoll.

The frame is constructed of tubular steel, the rear of the fuselage is made of fabric, the front of sheet metal, and the wings are plywood.

Mark's first flight was a bit more spine-tingling than he intended. Refused permission to take off from Oklahoma City's Will Rogers airport, he towed his craft to nearby Westheimer Field in Norman, where the runways are much shorter.

Once he gained runway speed there, he was committed to takeoff. At Will Rogers he would have had room to abort.

But his concern was needless. The *Skydoll,* with her 100-horsepower Lycoming engine purring without flaw, lifted off the runway with ease for a 15-minute maiden flight.

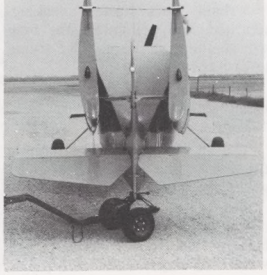
Landoll since has had the *Skydoll* up many times, building up flying time toward the 50 flight hours he will need to be free from the restrictions imposed by the aircraft's experimental license. The experimental license prevents him from carrying passengers or flying outside a specified 40-square-mile area.

Most of the 5,000 manhours of construction were spent in Landoll's home garage in southwest Oklahoma City since he began building the aircraft in 1961. The craft has a 24-foot wing spread and Mark figures it will have a cruising speed of 135 mph.

The Landolls are elated with the successful flight of the *Skydoll.* Mrs. Landoll said Mark worked on the craft as a hobby, without ignoring the family or robbing them of his vacation time.

Landoll, a licensed aircraft mechanic, has been a pilot since 1955. As he test flies the aircraft, he will continue to modify it for easier handling. One of his major modifications, yet to be accomplished, is soundproofing the cockpit.

Sometime soon, 50 flight hours and perhaps 60 to 90 days in the future, Mark Landoll's gleaming blue *Skydoll* will be roaming the skies at will, and aviation will have still another doughty enthusiast to recognize.



Homemade

Mark Landoll, FAA inspector at the Aeronautical Center, stands beside the Landoll 'Skydoll' which he built in his spare time at home. On the left, we see the 'Skydoll', wings folded and dolly attached, ready for a trip down the road behind the family car.

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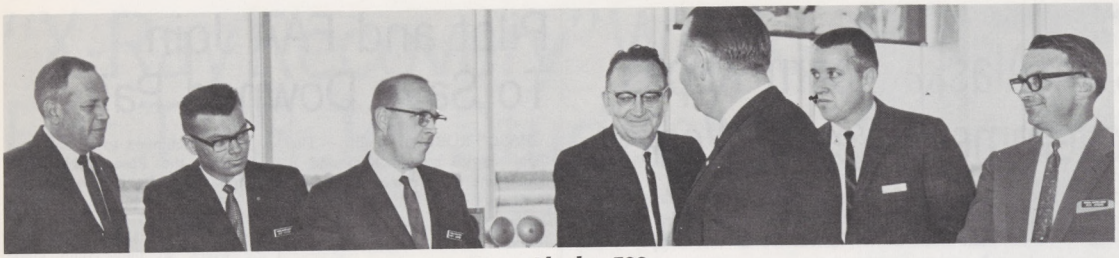


Best Alaska FSS

Alaska's air traffic division chief, Herbert Stanley, chats with Kenai flight service specialists after presenting their facility with a commendation as Alaska's outstanding Flight Service Station. From left to right are: Roy Hoyt, Jack Foster, Harry Jenkins, Walt Hart, Stanley, Scott Ralston and Ken Jordan.

Boy Told What Keeps Planes Safely Apart

This letter was received recently at Headquarters:

"Dear Mr. McKee: I am 11 years old and in the sixth grade at Broadmor school, Tempe, Arizona.

"We live near Sky Harbor airport and every day big jets fly over our house. My dad makes many trips by jet all over the United States and I am wondering how these big jets can find their way from one city to another. . . . I would appreciate it very much if you could . . . tell me how these planes stay where they belong without hitting each other."

The letter was signed, "Very Truly Yours, Dean Price."

A reply was sent by Joseph J. Regan, Chief, Flight Information Division, Air Traffic Service, on behalf of General McKee.

"Dear Dean: General McKee asked me to answer your letter. He wishes he had the time, but the only way he can get everything done is to have other people help him.

"My job is to see that pilots have the information they need to fly from one place to another. The information is shown in different ways. If the pilot can see the ground while he's flying, he uses aeronautical charts which show a sort of picture of the ground.

"If the pilot flies above or through the clouds, he can't see the ground, so he must use an instrument chart. He depends upon instruments to tell him his direction, speed, and altitude. Besides his charts and instruments, the pilot has a radio which connects him to a lot of people on the ground who can help him.

"These people are air traffic controllers, very much like the policemen who direct traffic near your school. Controllers and pilots must know many rules and obey them for safety. Controllers in control towers help pilots when they take off and land. Others watch radar scopes on which they see the airplanes when they are near the airport, but too far away for the people in the tower to see. They can tell the pilots by radio to change direction or altitude to prevent them from getting too close to each other.

"There are other controllers who don't even see the airplanes, but who know where they are and at what altitude. The pilots report this information to them at certain points along the route. If a pilot wants to change direction or altitude he must first get permission from the controller. The controller has a very responsible job, because there are many airplanes and they fly at different speeds in different directions.

"The controller has to keep a lot of information in his mind and make the right decisions quickly. It is like a game of checkers or chess, but a very serious game. A good controller learns to think ahead and act before problems arise. He has learned something which many of us must learn in life—it is better to avoid trouble than try to get out of it.

"You can see that many people are concerned with aviation safety, because it is important to our country that we have the benefit of fast transportation.

"I am sending you some . . . information which you should find interesting. Perhaps your Dad can can take you to the airport for a visit. There is a flight service station there, as well as the control tower. The people there might be able to tell you more about their work and answer your questions."

Brazilian Honored

When Brazilian Air Force Major Antero Sergio Correa (third from left) completed an FAA Academy-directed study course, he was presented a certificate from Civil Aviation Assistance Group (CAAG) chief Gordon S. Wight, shown reading the citation. FAA CAAG representatives Thomas H. Paprocki and Robert R. Laird flank the group at left and right, as two Brazilian Air Force Colonels look on.

We're Listening

With a few words of wisdom, Robert Nickelsburg, Washington assistant area manager, closes out a Briefing and Presentation course given under the new decentralized responsibility for management training. Completing the course were: Elhanen Cook and Sylvester Fetner, Washington National Tower; Alfred Benson and Joseph O'Busek, Washington Center; Billy Belcher, AFS-311; Joseph Greten, Washington FSS; Robert Hass, Andrews AFB Tower; and Robert Berselli, James Craven and Alden Monroe, Area office headquarters.

Thief Caught In Honolulu By FAA Man

HONOLULU — A Honolulu bank was the site recently where a man tried to cash stolen account books while at the same time the victim (an FAAer) was applying for new ones.

The accused thief entered the bank to redeem the Christmas Club books and close out the account of S. F. Provencher.

Provencher, an FAA contracting officer, entered the bank a short time later to report the books had been stolen the night before from his parked car.

He asked for new ones.

A bank clerk started checking, returned, and pointed to the man still standing at the counter trying to cash the books.

Provencher looked, and recognizing his stolen property, shouted, "Those are my books."

The man turned to flee, running through a plate glass window as he exited the bank.

Several bank customers gave chase, pursuing him to a nearby lagoon. The robber dove in the water and stayed there until police arrived.

He was arrested and charged with forgery.

Large Screen Radar Display Is Evaluated

ATLANTIC CITY — Air traffic controllers using radar displays projected on a large screen can judge aircraft separation with the same degree of precision as on tube-type displays, a recent FAA study shows.

The large screen display also does not cause more fatigue or eyestrain than conventional displays, the study says.

These conclusions were made by two agency psychologists, Lee E. Paul and Edward P. Buckley, in a report released recently at the National Aviation Facilities Experimental Center (NAFEC).

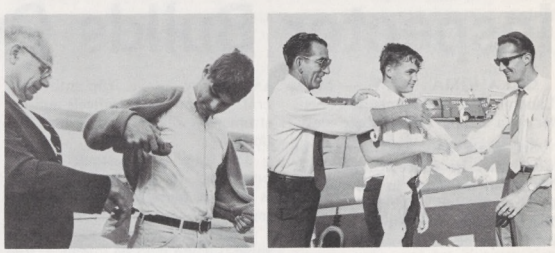
The report was based on human factors tests that compared the use of an 8 by 10-foot projected display with the conventional 20-inch RBDE-5 horizontal display.

The large-screen display is scheduled to be placed in operation for the first time later this year at the new combined radar room for the three New York City major airports. It had been tested extensively earlier at the FAA Center.

The controller decision evaluation tests showed that controllers were able to detect potential conflicts equally on the conventional display and the large screen. They used the same effective separation standards on both displays with no tendency to exaggerate separations, the report notes.

BE CAREFUL WRITING...

MINNEAPOLIS, Minn.—Marie A. Pugleasa, a secretary in the FAA's office here, recently completed an 18-month extension course in identifying personality traits by analyzing a person's handwriting. She's a graphologist.



16 And Soloed

In the photo at left FAA Inspector R. F. Scholtz, Wichita GADO, clips a shirt tail to honor soloing his son Donald, third of his sons to do so on their 16th birthday. At right, Gary Beatty loses his shirt to his father, Jess Beatty (right), Wilmington, N.C. Air Traffic Controller, while Gary's flight instructor Jack Bennett also congratulates him on soloing at 16.

Winds Hit West Texas Damaging Agency Units

LUBBOCK, Tex. — Destructive winds ripped through this west Texas city for the second time in a year, damaging city-owned buildings that house FAA offices and equipment. Severe thunderstorms and a tornado hit the area in the evening of June 1 and ripped the roofs from buildings housing the Weather Bureau, GADO and Airway Facilities Sector.

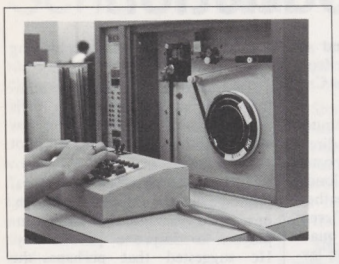
Roof and glass damage was extensive and 10 aircraft on the tiedown area were destroyed. With the exception of the airport approach lights, which use city-supplied electricity, all FAA equipment was kept operational.

The following weekend the neighboring Plainview area was hit with severe weather, punctured by wind gusts of 70 m.p.h. A tornado swooped near the airport tower, but did not damage the facility. Commercial power was out for several hours because of downed lines.

Eighty-mile-an-hour winds hit the Lubbock Tower last year, blowing out the glass in the cab. The wind and rain which followed caused damage to communication equipment.

COMPUTER PEOPLE ARE REALLY HUMAN!

. . . interesting FAAers make machines talk



Basic in computer work is the Tape Data Encoder, used to convert source data to magnetic tape at Oklahoma City's Aeronautical Center Computer Services Division.

A computer is much more than solid state circuitry, memory tapes and a maze of electronic components inside the covers of machines known by numbers such as 1401, 7040 and 360 and Model 30.

The driving force behind the computer is another computer—the human being. These computers (homo sapiens model) manage, operate, and program more than 100 major applications, with help from volt, ampere and ohm in areas such as flight inspection, aircraft registration, airman records, etc.

What are these human computers like? Where did they come from and what do they do when they are not working with the rest of the 250 people in the Aeronautical Center's Data Services Division?

They come from all points of the compass. They are Jewish, Italian, Indian, Negro, and Slavic. Among them are cattlemen, coaches, musicians, bakers and artists, racing car drivers, and one who is a town mayor.

Consider a computer programmer named Ronald Befferman. A native New Yorker, Ron started as a student in electrical technology. After a heavy dosage of mathematics, he became an electronic technician with the FAA. Later, as a navigational aids analyst, he became interested in the binary system of mathematics used in the computer age and started his programming career. At home as an Oklahoman now, he sculpts and builds sailboats in his leisure time.

The Chief of the Production Branch, handling the operation of the computer equipment is a "Chief" in more ways than one. Robert Smith is a Cheyenne Indian Chief. Chief Smith is a snappy golfer who coaches basketball and softball teams at the Aeronautical Center when he's not handling the computer operations.

Systems analyst Bill Beavers is a native Alabaman. A graduate of Alabama State College, his major is in biological science. Bill taught for a time, then became entranced with the computer age and came to the Aeronautical Center.

Lewis Samples spends his leisure time at the track, where he's a strong competitor in stock car racing. He modifies his own and then drives them. Samples is a native Oklahoman, with a background as an Air Force mechanic, which probably explains his racing hobby. He's been with Data Services as a programmer and systems analyst since 1963. His racing and his occupation probably prove the theorem that carburetors and computers are compatible.

Simon Vladovich is a program specialist in Computers. The Yugoslav transplant was born at Zadar, Yugoslavia and came to this country in 1951. He arrived in Oklahoma City with the Airman and Aircraft Records personnel some years ago and now is one of Oklahoma's strongest supporters.

Sax man Joe Tornello is a programming section supervisor in Data Services. The Philadelphian came to Oklahoma with the Air Force some years ago and married an Oklahoma girl. Naturally, he stayed on the scene after his military tour. Joe toots a mean saxophone on weekends as a member of a local dance combo.

Take the case of cattle and computers. Sounds like a strange mixture, but to Wayne Farrell it isn't. Wayne was born on an Oklahoma ranch. After time out for a four-year hitch with the Air Force, he studied at Central State College, Edmond, Okla., and the University of Oklahoma at Norman. In Data Services, Wayne has been working up the career ladder from tab operator, tab supervisor, programmer, to his current assignment as a systems analyst. How does he spend his spare time? He lives on a 120-acre farm, has a big tractor, and is building a good herd of registered cattle.

Attorney Wayne Schooley is also the Mayor of the Village, an incorporated suburb of Oklahoma City. Schooley, a transplanted Missourian, received a Bachelor of Science in Education from Missouri State College, a Masters in Political Science from Oklahoma State University, and a Bachelor of Laws from Oklahoma City University. He was admitted to the Oklahoma Bar in 1956. In Data Services, Wayne Schooley works as a systems analyst. Nights and weekends he handles the ribbon-cutting and civic problems that harass any civic official.

Computer Programmer Elizabeth Walker is pursuing her "Ph.T." while working in Data Services. The "Ph.T." in this instance orbits around her husband, James, who is working on his Doctorate in Physics at the University of Oklahoma . . . so "Putting Hubby Through" (Ph.T.) is Elizabeth's goal.

Programmer trainee Dale Wickizer enjoys working with the young trainees. A native of Indiana, he has been a merchant, a teacher, and a "chief," in that he operated his own business. Not liking the idea of retirement, the 62-year-old Wickizer decided to try the world of computers with Data Services.

Sally Berger is a trainee who is still in high school in Oklahoma City, but is working as a Summer Science Seminar participant. The 17-year-old is receiving training in computer logic, programming, programming languages, and computer operations. She plans a career in mathematics.

Computer people aren't different. They go to school, get married, buy homes, pay taxes, and have a number of hobbies. They belong to no particular race, creed, color, sex, or age group. They are teamed in a common objective, the harnessing of the power of today's computer technology as a productive tool for our society.

Ex-Teacher

Systems analyst Bill Beavers graduated from Alabama State College and majored in Biological Science. He was a teacher before becoming interested in the computer age's challenge.

Cheyenne Chief

Bob Smith not only is head of the production branch in the Aeronautical Center's Data Services Division—he also is a real Cheyenne Chief, a good golfer and coaches basketball and softball teams at the Center.

Pursues Ph.T.

Computer programmer Elizabeth Walker is working in Data Services while "putting hubby through" his Ph.D.

Stock Car Driver

Lewis Samples spends his leisure time as a stock car racer. At one time an Air Force mechanic, Samples has been a programmer and systems analyst since 1963.

Mr. Mayor

Attorney Wayne Schooley, when not working as a systems analyst for the Center serves as Mayor of the Village, an incorporated suburb of Oklahoma City.

Sax Tooter

Joe Tornello, programming supervisor in Data Services, came to the Center via the Air Force. He toots a mean saxophone weekends with a local dance combo.

It's Clearing . . .

August Sturzenegger, of Essex Fells, N.J., and his daughter, Heidi, awake for another day of a summer holiday flight to Cape Hatteras, N.C. Their plane is an 85 horsepower 1953 Commonwealth Sky Ranger.

Plane And Tent Trip Helps Dad Know Kids

By Thom Hook

ANNAPOLIS, Md.—If a prize were offered for a unique manner of spending a long summer weekend, it goes hands down to August "Gus" Sturzenegger and his 8-year old daughter, Heidi.

The "Flying Camper" and his pretty daughter took a thousand mile holiday sightseeing flight, Essex Fells, N.J., to Cape Hatteras, N.C., and return. They pitched their Army surplus pup tent, unrolled sleeping bags and slept right next to their parked airplane.

Sturzenegger, of Essex Fells, N.J., is an organic chemist for one of the largest makers of vitamins, sulfa-drugs, etc. But when he takes off on a flying vacation in his no-longer-made Commonwealth Sky Ranger (similar to a Cessna 140: side-by-side, single-engine, fabric covered and costing about the price of a good second-hand automobile) he really goes.

"I wear old clothes for camping, never shave," said Mr. Sturzenegger, "and most people probably think I'm a bum."

His daughter is one of two children who accompany their daddy on trips far afield. A trip with his 10-year old boy to Colorado is in the offing this summer. He is the same youngster who flew out with his father and lived in an Indian village after the boy asked inquisitively, "Dad, how do the Indians live now?"

This particular weekend trip with Heidi started on a Saturday, taking off from Essex Fells near Montclair, N.J., and flying via Annapolis to Billy Mitchell Airport at Cape Hatteras, N.C., and Ocracoke Island. They did the 500 miles down in four hours, thanks to a fantastic 50 m.p.h. tailwind. The Commonwealth Sky Ranger has an 85-horsepower engine and cruises between 90 and 100 m.p.h.

"It's economical to operate," says Sturzenegger of his airplane. "We use about 4½ gallons of gas an hour, which means it costs about two dollars to fly a hundred miles!"

As Heidi helped him take down the tent, counted the poles and rolled up their sleeping bags, it was evident Heidi would be vying for the right-hand seat in the plane for future camping flights. On their journey, she entered her trip impressions in her personal composition book, a twin of the one kept by her father of important facts of places they would visit.

Their tent, purchased by Sturzenegger many years ago for $20, keeps them bone dry even when it rains. The two sleeping bags and an axe round out the rest of their equipment.

His instrumentation is primitive; so he flies by pilotage, or reading the map. In his composition book he keeps exact records of groundspeed, each checkpoint, and field elevations. He has never been lost, and always files a flight plan.

Originally from Switzerland, the flying camper has been here since 1949 working as a chemist.

"Flying is strictly a pastime," he said. "I learned in 1953, and I've never used it in business."

When he can get away from cutting the lawn or other duties, the "Flying Camper" will get in half-a-dozen winged sightseeing jaunts during the summer. His trip to Colorado with his 10-year-old son is expected to be done in a week's holiday.

One of the main gratifications from combining flying and camping comes from getting to know the children most intimately.

"I find I have never been as close to them," he says, "because they have to learn to become good sports, to chip in, not to cry because it rains a little. Just don a rain hat and help pitch the tent."

As a private pilot, if weather is poor, he makes a 180-degree turn and changes his plans.

"We can't make exact appointments, because we may be a few hours late," he said. "But that's part of the fun of it."

Private flying, as pursued by the Sturzeneggers, does not have to be a hobby for millionaires. He has flown to Florida, Colorado, Texas, Maine, and pre-Castro Cuba for a very reasonable price.

Automatic Pilot Briefing Improves FSS Production

KANSAS CITY, Mo. — Lawrence J. Sturm of the Flight Service Station here peered at the plastic overlay map on the desk before him and glanced at the teletype weather report in his hand.

"That cold front is picking up speed in the Dakotas," he said as he entered the new weather information on the plastic overlay with a grease pencil.

Fellow employee James C. Burgess looked over Sturm's shoulder at the map. "You're right. We'd better put out a new recording and let pilots know about it."

Sturm and Burgess were working the Automatic Pilot Briefing Service (APBS) desk at the Kansas City FSS, a prototype program to provide pilots with recorded weather briefings for any planned flight from Kansas City.

Burgess picked up one of four call director telephones on the APBS desk, pressed the "dictate" button and began to speak: "Kansas City Automatic Pilot Briefing Service. Precautionary flight conditions are in effect for the northwest quadrant. Cold front moving southeast through the Dakotas at 30 m.p.h. with thunderstorms and severe turbulence along a line from Grand Forks to Rapid City to Casper."

Burgess' crisp tones continued with the wind velocity and direction in the quadrant, the reported altitude of the tops of the clouds, the current Kansas City weather, the forecast for three different routes passing through the quadrant, and the reported freezing levels in the vicinity of the approaching front.

"For more detailed information, or to file a flight plan, call GRand 1-5484," Burgess said, closing the recorded briefing.

At the same time, Sturm was dictating another briefing for the southwest quadrant. Both briefings were being recorded on instruments in the FSS equipment room.

After each of four briefings—one for each quadrant—had been recorded, the two specialists pressed "edit" buttons on the phone and listened to check accuracy.

From that moment any pilot in the Kansas City metropolitan area could dial one of the four special quadrant telephone numbers and get an up-to-date weather briefing for his proposed flight.

Two of the quadrant phone numbers can accept three pilot calls simultaneously while the other less busy quadrants can accept two pilot calls at once.

APBS was born when Central Region Director Edward C. Marsh, in a taped message, challenged employees to improve productivity. He suggested that perhaps the agency could find some way to automate its response to the increasing requests for flight services.

Air Traffic Division employees accepted the challenge and within weeks a letter of proposal was sent to Washington. In his reply, Archie League, director of the Air Traffic Service, said ". . . we concur completely and urge that you proceed as rapidly as possible . . ."

The service was inaugurated on Feb. 17, 1967, to operate daily from 5 a.m. until 8 p.m. in a six-month test.

The Kansas City FSS publicized the service through radio and television stations, newspapers and letters to Kansas City pilots. They also visited aviation operators and flight training schools.

On its first day of operation APBS received 523 calls, and on its sixth day, the day after a newspaper story described the service, it received 1,302 calls. Many of these were probably curiosity seekers, but by the end of the first month the number of calls had averaged out to about 350 a day.

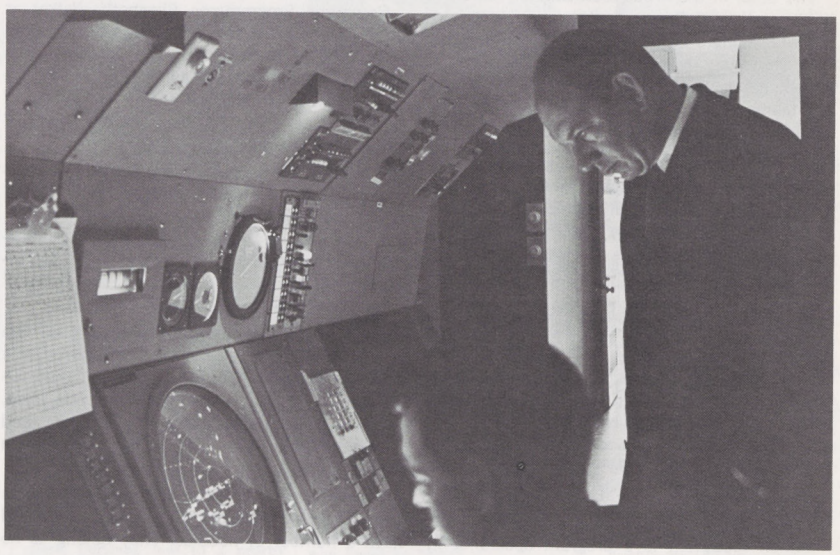
Pilot comments on the service so far have been: "It's great," but they will be asked to give their opinions again at the end of the six-month trial.

One of the frustrations the APBS eliminates is a busy signal when a pilot dials the FSS number for a person-to-person briefing. Requests for briefings are increasing with the boom in general aviation, about 90 per cent of those briefings now being done by telephone.

The experts are betting the pilots will still say "It's great" at the end of the test.

Dictate Briefing

Lamoyne J. DeLille and Gary W. Tucker (background) dictate a change in automatic pilot briefing service telephone recordings from prepared texts. Four Flight Service Staion briefings are available to Kansas City pilots—one for each compass quadrant—by dialing a special number for information pertinent to their direction of flight. Average daily call total is 350.



It Works!

Staring intently at a radar scope in the Atlanta TRACON, Secretary of Transportation Boyd was interested in every detail about how the ARTS program, with its 'tagged targets', works and how the controllers like it. During a visit to the Southern Region, Boyd was given a briefing on what this first step in automation will do for air safety.

Atlanta's New A&P Mechanic School Will Be Among Best

ATLANTA, Ga. — The severe shortage of qualified aviation mechanics will get much-needed relief when the new Atlanta Area Technical School opens this fall.

Atlanta Tech will be the largest vocational/technical school in the Southeast. It was designed to meet the 20th century's advancing technology head-on and will be one of the most elite institutions of its kind in the world.

Outstanding among courses to be offered to high-school graduates is a full two-year "master aircraft mechanic" curriculum. Students completing this two-year mechanic's course will have received complete preparation for FAA licensing as aircraft powerplant, airframe and/or helicopter mechanics.

For some time now, Atlanta GADO inspector Guy Kimmer has been working with Atlanta Tech officials preparatory to obtaining certification as an FAA-approved A&P mechanics school. Full certification requirements are expected to be met before September 15 when the fall semester begins.

Approximately 65 per cent of the student's training will be practical work in shops and on various aircraft to be provided by the school. The other 35 per cent will be devoted to classroom theory in such subjects as mathematics, physics, drafting, and oral and written communication.

Students who enroll for the combined powerplant and airframe courses will also receive a trimester of training in rotary wing aircraft mechanics, covering all phases of the helicopter from powerplant to airframe assembly.

The new school will be equipped with 40 shops, 60 classrooms, 22 laboratories, and 8 drafting rooms in addition to administrative areas, audio-visual rooms, libraries, and the like. It will be staffed with 300 highly specialized instructors and will offer more than 45 separate training programs.

In addition to mechanics courses, many other technical skills in short supply in the aviation industry will also be taught. Some of these are industrial and mechanical engineering, electrical and electronics technology, data processing and computer technology, instrumentation technology, drafting, etc.

Located just off Atlanta's south expressway near the municipal airport, the new campus has two air-conditioned buildings enclosing more than 300,000 square feet—an area comparable to seven football fields. It will be able to accommodate an enrollment of 2,000 at any one time.

Largest A & P School

Pausing for a moment outside the new Atlanta Area Technical School, Atlanta GADO Inspector Guy Kimmer (center) reviews with Walter Pierce (left), Chairman of the Aviation Department, Atlanta Public Schools; and Robert Ferguson, Director, Atlanta Tech, final requirements to be met by the school to obtain certification as an FAA-approved AP mechanics school. When completed this summer, the school will be the largest vocational/technical school in the Southeast and perhaps one of the finest of its kind in the world.

Investigation Role Told To LAX Area Men

LOS ANGELES—The first Compliance and Security Investigations Seminar held at the Los Angeles Area Office, Western Region, recently reviewed investigations as management tools and their role in support of air safety.

The seminar also stressed the philosophy, objectives and ethics of the Investigations and Ethical Conduct Programs. Attention was directed to assurance of fair, objective investigations, policy against invasions of privacy, and the need to assure equitable and uniform resolution of matters involving employee misconduct.

Regional Director Arvin Basnight and Director of Compliance and Security James V. Nielsen kicked off the seminar with statements concerning policy and missions. Carl F. Maisch, Chief, Investigations Division, and Hilton T. Hendrix, of his staff, acted as moderators. George Dane, Chief, CS Division; Robert Groth, C&S Officer; and John M. Hilton, Area Manager, LAX, hosted the seminar.

Also participating were Messrs. Sullivan, Burnett, and Riley of P&T; Program Evaluation Officer John Munds; Dr. Frank Raymond, Regional Flight Surgeon; Richard Street, Associate Regional Counsel; Donald H. Boberick, San Francisco Area Counsel; Walt Elder and Vince Slaiter of the FS Division; and George Dane, Richard Robey, Walter Lange and Robert Groth, all of C&S.

Presentation of Certificates of Training to 15 employees was made by Deputy Director Lee Warren. Recipients were Messrs. Dane, Groth, Lange, Robey, Joseph A. P. Alvarez, Carl W. Bailey, Don D. Myers, John J. Robitaille, Jay R. Adsen and John W. Munds, WE; James M. Yohe, Arman B. Molmen and George Houghton from PC.

COMSERFAC Cake

Ladies of the "Denali Club," Summit, Alaska's Community Service Facility, watch Chairman Mrs. Ted Garrigues cut the "Happy Housewarming" cake. The housewarming was in conjunction with the dedication of the new Community Service Facility at Summit, first of several planned for remote Alaskan FAA locations. From left to right: Mesdames Bruce Ayers, Franklin Skym, and Garrigues, wives of air traffic control specialists; Mrs. Merlyn Stauffer, teacher at Summit; and Mrs. Robert Stinson, wife of the station administrator.

Alaska COMSERFAC Is First Of Many Units

The Community Service Facility (COMSERFAC) is a unique concept on the Alaska scene.

It will provide, at each remote location, a clean, modern, and comfortably furnished space for such diverse functions as pilot meetings, social gatherings, study and training, administration of pilot and specialist examinations, and play shelter for the youngsters on wet or ultra-cold weather.

The Alaskan Region's first COMSERFAC was dedicated at Summit last week. Anchorage Area representatives who attended were Jerry Brumley, Acting Area Manager; Dave Simpson, ANC-500; and Roy Downing, ANC-400. Frank Smith, Acting Public Affairs Officer, was M.C. for the dedication program.

The new facility is one of the many being prepared at several field locations. It provides the community with a modern, well lighted, and well insulated meeting place.

The decor, from the wood paneling on the walls to the tile floor and acoustic tile ceiling, is attractive and comfortable. Finishing touches are supplied by the colorful drapes made by the ladies of the Denali Club, Summit's name for its community organization.

In brief remarks, Jerry Brumley explained that the Summit facility, "Is dedicated to the welfare and morale of our people and is a joint effort of the Regional Office, the Area Office and the station personnel."

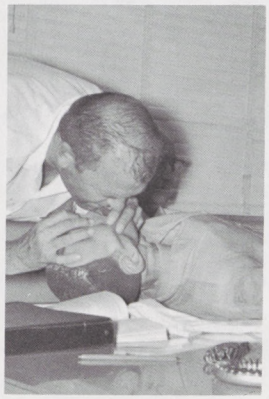
He congratulated the people of Summit on their outstanding work in bringing this project to such an early success. High point of the evening was the presentation of a "housewarming" gift, a teflon corn-popper, from the members of the Area Office staff.

ETs Learn First Aid

SAN ANTONIO—Twenty electronic technicians of the San Antonio Airway Facilities Sector have completed first aid courses. The latest group of 10 finished training in May.

ATCS James H. Cosgrove, Stinson Tower, conducted the classes for the technicians. Training follows the prescribed procedures in the 10-hour standard first aid course sponsored by the Red Cross.

These certificated men now represent 45 per cent of the personnel that will eventually receive this training. They are Paulino Barrera, James R. Bradley, Leonard Zalman, Ezral E. Perry, Sam E. Stewart, Richard R. Corderman, Clinton A. Brandt, John W. Bruemmer, Hubert J. Pope, William A. Janway, Loyd J. LeBlanc, Karsten I. Strand, Edgar C. Ramos, Max S. Veit, Antonio R. Carnavale, Wilfred A. Schmidt, Charles H. Porter, Aloysius A. Kempen, Ira C. Manire and Jessie M. Wilson.



Mouth To Mouth

Student Charles Porter practices mouth-to-mouth resuscitation during one of the first aid classes held in San Antonio.

Air Force Aircraft Saved

NEWPORT NEWS, Va.—Three controllers who skillfully guided an Air Force plane to a safe landing after it had experienced communications and navigation failure have been awarded Eastern Region's "We Point With Pride" plaque.

Cited for their teamwork and know-how in the critical situation were Richard Bird, Newport News, Va., Flight Service Station; and William Vaughan and Jackie West, Norfolk Tower.

The Air Force plane, a T-29, had encountered trouble shortly after departing Langley Air Force Base on a routine training flight. Among them, the FAA trio sized up the pilot's plight and tried working the plane back to Langley where the weather was by now below circling minimums.

Not having much success with voice communications, the FAAers solicited another pilot about to depart Langley to act as an aerial guide. The pilot agreed.

As soon as the interceptor aircraft was airborne he was vectored on top until he had the stricken plane in sight. Playing "follow the leader," the two aircraft made a beeline for Langley where the T-29 made a safe landing an hour and 40 minutes after takeoff.

The citation accompanying their plaque described Bird, Vaughan and West as "resourceful and dedicated."

The T-29 pilot they assisted agreed wholeheartedly.

Advisory Meeting

Ninety persons attended a recent Area Air Traffic Control Advisory Meeting at Atlanta. At left, Area Manager Chester Wells addresses the audience as secretaries Patricia Cole (center) and Janis Johnston (foreground) take notes while airport managers (left to right) Richard Aderhold, Henry Manget and Grady Ridgway await their turn at presentations. At right, Flight Inspection District Office Chief Robert Warren underscores remarks about radar accuracy with a 'flip chart.'

Advisory Meeting Held at Atlanta Hq

ATLANTA—To attract a larger and more diversified group from the aviation community, a recent Atlanta Area Air Traffic Control Advisory Meeting was held during evening hours in the Southern Region headquarters building instead of the Atlanta Center.

The change of time and location worked well, said Area Manager Chester "Chet" Wells.

Ninety persons attended — 60 more than the average attendance of previous meetings. Among this group were four airport managers from the metropolitan area and pilots from all phases of aviation.

The evening's agenda prompted lively discussions on radar advisory service, the National Terminal Radar Program, Air Carrier Flight Training Program, general aviation written examination service, NAVAID and airborne performance standards, and airport needs.

Airport managers Grady Ridgway, Henry Manget, Richard Aderhold, and Clifford Pope, together with Atlanta Area branch and facility chiefs, participated as panel members and speakers.

Public To Be Informed

(Continued from pg. 1)

- The burden of justifying the withholding of information from the public is on the Government.
- Individuals may seek injunctive relief from courts if they believe the Government is withholding information unjustifiably.
- All persons have equal rights to Government information (thus removing need-to-know and for good cause found as determining factors).

Basically, there are three justifications for withholding information under the new act. They are: (1) information which affects national security, (2) the protection of private rights, (3) to insure effective conduct of public business.

Nine specific areas in which information may be withheld are listed in the act and are explained in the Department of Transportation regulations.

The agency will be distribuing a revised handbook (OA P 1200.2) containing its own internal implementation procedures for carrying out the government-wide freedom of information policy.

Runway's Bullish In Whirly Corral

LAFAYETTE, La.—Urban living is not for a bull, especially when he chooses an airport runway for a pasture.

He took over the runway at Lafayette Airport, but was discovered by a pilot making a night landing. Not wishing to challenge the bull's position, the pilot flew to an alternate field.

A helicopter outwitted the bull the next morning, corralling him near the light lane, where he went to his last roundup.

Hartquist Finds Action Hot

(Continued from pg. 1)

the first bomb dropped, after which, of course, all hell broke loose.

From the bottom of a four-foot trench one can't see very much, but my position did permit observation of the full approach of two *Mirages* for rocket attacks.

I also took several fleeting glimpses of low-level strafing attacks, at which times I was wishing for a ten-foot trench rather than four feet.

After about 15 minutes the all-clear sounded and fire fighting started. The Base X structural material was in the open space between the two hangars in front of the headquarters building and smoke was pouring out from there. I took a look and the burning items turned out to be the two old helicopters that were stored there. Probably the VORTAC material had been hit by shells or bullets, but wasn't burning.

I was in the office gathering up some personal things when the second wave hit. They caught everyone completely unprepared, coming in at about 50 feet. It was several minutes before I could, or rather dared, to leave the office building, and by then all slit trenches were filled.

So, during the second hour and a half, my protection was one small tree. Major Hamdokh, the electronics engineer graduate of Okla. City Univ., shared an adjoining tree.

Fortunately, most of the latter attacks were aimed at destroying the runway. They did hit something near the machine shop and debris rained down for at least 30 seconds. They did a real precision job and destroyed every aircraft at Amman, except for one Cessna on the civilian ramp.

Down in my area they got the two old choppers, an Iraqi Airforce 4-engine job sitting on the ramp in front of the hangar, a UN C-47 and the two old ALIA DC-7s which were parked down in front of the air force machine shop. Those six I saw burned to a crisp.

On the commercial ramp they got, so I heard, a Saudi Arabian Caravelle, one Cessna and another small job belonging to the flying club. I think the two Doves were destroyed but don't know what happened to the four C-47s the RJAF had.

The runway was hit with 12 bombs and was made completely unusable. This is why it was so many days before we were evacuated. No way to get out. Obviously, it was repaired to the extent that C-130s could land and take off as 10 of them did so Sunday.

Dick Larson remained in his hotel from Monday until departure, and Jones, Minchik and myself moved into an AID apartment. We three, along with some AID people, had ourselves quite a time, considering the restrictive circumstances.

On Wednesday evening, just before the Jordan/Israel cease fire, we had a really spectacular display of anti-aircraft fire from a ridge about half-a-mile from the apartment. We've heard since arrival here, however, that it was done to break up a mob in downtown Amman. Anyway, during the 10 to 15 minutes of steady anti-aircraft firing, there was also incessant small arms and machine gun fire all over Amman. And, in the distance, the bombarding of artillery from the Jordan valley. Quite a night. But fortunately that was the end.

Incidentally, you'll be interested in hearing that my Marlin (auto) is deserving of a Purple Heart. It took a 20mm shell through the back, just below the trunk lid, during the air attack on the airport. It was parked in back of my office and about 30 feet from me in the trench. There were a series of fortunate circumstances involved, otherwise am afraid my car would have gone up in smoke.

The shell went through a Volkswagen parked directly behind me which deflected the shell somewhat so it went into my car while tumbling. Then it hit a much heavier piece of metal supporting the trunk lock which stopped the shell. Even then the shell was imbedded in a highly inflammable mat that was in the trunk of the car. If it hadn't been stopped, it would have gone through my full gas tank. On top of that, it was a tracer and the tracer hadn't ignited. Otherwise, it probably would have ignited the mat in the trunk of the car.

Anyway, I've got a good souvenir.

The evacuation went off well. The first departure was about 5:30. The tenth and last one departed Amman shortly after 10 a.m. It was a five-hour flight to Teheran, in bucket seats of course.

The flight I was on had 96 passengers plus some baggage. Actually, there were 97, as Pedro was in my brief case. *(Editor's Note: Pedro is Hartquist's chihuahua)*

Please pass the word to those who may be interested that all Federal Aviation Specialist Group/Jordan people, including dependents, are safe, well, and, insofar as I can tell, not at all unhappy with their lots in life.

Viet Nam Gets Gear

(Continued from pg. 1)

Following delivery of the units to the Army, FAA will provide on-site engineering, installation and checkout of each system and training of the Army's operating and maintenance technicians. Replacement parts to sustain the systems for one year also will be supplied.

Each of the 15 mobile airport control towers to be built for the Air Force are complete units comprising radio, electronic equipment and three mobile power plants. Each tower cab will accommodate two air traffic controllers. The towers will be similar to those designed for domestic emergencies and special events.

The 10 airport control tower consoles for the Air Force, with space for two controllers and one flight data operator, will be installed in existing Air Force towers at various locations in Southeast Asia.

In addition to giving full support to United States troops and their allies in Viet Nam, FAA has participated since 1956 in developing civil aviation in the country through the Agency for International Development (AID) technical assistance programs.

FAA's Civil Aviation Assistance Group (CAAG) in Saigon, working with the Vietnamese Directorate of Civil Aviation (DCA) developed the facilities at Saigon's giant Tan Son Nhut airport to cope with the unprecedented volume of civil and military air traffic. Tan Son Nhut and Bien Hoa—less than 12 miles to the east—are currently two of the busiest airports in the world. In December 1966, takeoffs and landings at Bien Hoa totaled 64,492 and 49,572 at Tan Son Nhut. In comparison, this exceeded by nearly 32,000 operations the combined total of the three major airports in the New York area.

An international melange of DCA and USAF airport traffic controllers man the Tan Son Nhut tower.

A mobile radar approach control (RAPCON) unit also is used in the Saigon area to guide arriving and departing aircraft. Operated by the USAF, the RAPCON's staff includes five DCA civilian Vietnamese permanently assigned to the facility. All five were trained at FAA's Academy at Oklahoma City, and later spent several months controlling traffic at U.S. airports before returning to Viet Nam.

The en route control center at Tan Son Nhut, built under FAA guidance, is operated by DCA controllers who are assisted by FAA air traffic control specialists. Vietnamese supervisors and instructors, trained by the FAA, teach the center's cadre of native controllers in a jointly operated FAA-DCA school at Tan Son Nhut. Currently, there are 40 trainees in the school.

FAA has 21 people presently assigned to the Saigon CAAG giving direct support to the U.S. military effort through the Vietnamese DCA. Another 14 FAA specialists soon will be added to the CAAG staff to meet the constantly increasing demands on the Vietnamese air traffic control system. The CAAG also is adding 11 Chinese electronic maintenance technicians to its present complement of five Filipino technicians to assist in the maintenance of all Vietnamese DCA communications facilities and navigation aids.

Monitoring the safety of Military Airlift Command (MAC) charter flights, which transport civilian and military passengers in and out of airports throughout Viet Nam, is an FAA air carrier operations inspector.

One of the agency's recent contributions to civil aviation in Southeast Asia was construction of four airport control towers at Cam Ranh Bay and Phan Rang in Viet Nam, and at Sattahip and Nakom Phanom in Thailand. In addition, en route radar was recently commissioned at the Tan Son Nhut area control center.

Montana Minnow

Howard E. Hall, electronic technician at Malmstrom AFB, Montana, recently caught these huge paddlefish (spoonbill sturgeon) in the Missouri River. He holds the larger one measuring 5 feet 7 inches and weighing 75 pounds. Hall used a 40-pound test monofilament line on an 11½-foot surf casting rod and salt water reel.