Reminisce With Clipper Ship Vet Story Page 3

FAA HORIZONS

Vol. 1, No. 6 | Published biweekly for the people of the Department of Transportation/Federal Aviation Administration | August 21, 1967

Search and Rescue Role Is Outlined

By Thom Hook

WASHINGTON—When ferry pilot Philip Quigley was down and lost in his single-engine Super Cub somewhere between Mexico and British Honduras, on his intended flight from Florida to Nicaragua, his friends had difficulty getting full details of his mishap and finding the crash site.

Quigley is still missing in the wild country he was overflying, but his crash swiftly set off a hearing before the Legal and Monetary Affairs Sub-Committee of the House Committee on Government Operations on aircraft search and rescue.

The resultant discussion shed new light on the coordination of effort between Federal agencies in conducting search and rescue operations in cases where American citizens experience mishaps in foreign territory.

In the case of Quigley, it was brought out that on a private flight between the U.S. and foreign terri-

(Continued on pg. 8)

We Communicate

"We help where we can, but our responsibilities in search and rescue are limited," Archie League, AT director, says.

P.O. Dept. Considers Special FAA Stamp

LOS ANGELES — The FAA may be honored by a commemorative postage stamp next year if the Postmaster General's Citizen's Stamp Advisory Committee gives the idea the green light.

The new stamp would mark the 10th Anniversary of the FAA Act of 1958.

Enthusiastic endorsement of the proposal for the new stamp has already come from the Secretary of Transportation and the Administrator.

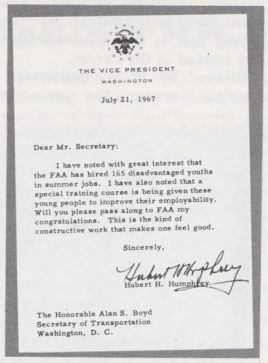
It all started two years ago when John H. Hofmann, chief of systems maintenance at the Area Office here was waiting in line to buy stamps at his local post office.

Hofmann, now retired, noticed a display of new commemoratives on the bulletin board and wondered whether a stamp had ever been issued commemorating FAA, CAA or their predecessors. By checking with stamp experts he was able to verify that no such stamp had ever been issued.

Hofmann submitted an employee suggestion on the matter, attaching several suggested stamp designs prepared by Dick Gipson, regional office technical illustrator.

After a review in Washington, General McKee and his staff selected a format depicting the SST flying over Dulles Airport as the best design. They suggested to the Postmaster General that the stamp, if approved, be a dual issuance—both regular and air mail.

Postmaster General Lawrence F. O'Brien has informed the FAA that the proposal is now in the hands of the Citizens' Stamp Advisory Committee and will be given careful consideration. The committee carries out a thorough study and review on the many applications received each year.



THE VICE PRESIDENT
WASHINGTON

July 21, 1967

Dear Mr. Secretary:

I have noted with great interest that the FAA has hired 165 disadvantaged youths in summer jobs. I have also noted that a special training course is being given these young people to improve their employability. Will you please pass along to FAA my congratulations. This is the kind of constructive work that makes one feel good.

Sincerely,

Hubert H. Humphrey

The Honorable Alan S. Boyd
Secretary of Transportation
Washington, D. C.

Veep Says . . .

When Vice-President Hubert H. Humphrey heard that 165 economically disadvantaged youngsters had been hired for summer jobs at headquarters, he sent this note to DOT Secretary Boyd. In forwarding the letter to General McKee, Boyd noted, "Bozo—an activity which truly deserves congratulations."

There's a special YOC story on Pages 4 and 5 of this issue.

You May Want To Try It Too:

TV Weather for Pilots May Help Reduce Accident Rate

By Sandee Toothman

"Private pilots, you'll find no problems if you're flying north of here. You'll have clear skies and good visibility. If you're planning to fly southwest, especially around mid-Tennessee, however, you should check with your Flight Service Station before taking off. There'll be areas of severe thunderstorm activity from early afternoon until late evening. Your visibility outside these areas should be good, though. Again, I urge you to check with your FSS if you're planning to fly in this area."

Every night private pilots in the Washington, D. C. area can hear aviation weather forecasts similar to this on a local television station.

Meteorologist Louis Allen recently introduced the forecasts aimed at private pilots on his nightly television program, and began announcing updated weather information on radio directed specifically to pilots throughout the day.

"These forecasts are certainly not intended as the final word but rather as a warning to pilots to check flight service stations before taking off," stressed Allen.

Initiator of the idea, Robert V. Reynolds, Assistant Administrator for General Aviation Affairs, explained, "The idea of asking Allen to inform private pilots of flying conditions struck us as a simple, effective way to make the average private pilot more weather-conscious.

"Fatalities in which weather is involved amount to approximately 29 per cent of all fatal accidents in general aviation. Although this number amounts to less than one for each 100,000 flight hours, these accidents are still of grave concern to everyone in aviation.

"For many years," added Reynolds, "we have all been concerned with improving general aviation safety and, as advanced as aviation safety is now, the more weather-conscious we can make the private pilot, the better off we'll all be when a pilot gets into weather conditions he cannot cope with."

After being contacted, Louis Allen began incorporating a general outlook of flying weather into his daily forecasts. He told television viewers, "While I would like to provide more detailed weather service information for boating, hunting and other outdoor sports enthusiasts, obviously time does not permit. There is one group, however, to whom weather is literally a matter of life and death. These are the private pilots—not the airline pilots, not the corporation pilots, but people such as you and I who just like to fly now and then."

A General Aviation Affairs spokesman stated, "We hope this idea will spread throughout the country on television and radio stations in all of our regions. We are urging our area managers throughout the country to contact their local stations to further this no-cost-to-government air safety program."

Possible Trouble Spot

Louis Allen, Washington TV weatherman, points out thunderstorm activity forecast for Tennessee that might cause private pilots serious trouble if they were to fly into it without first checking with their FSS.

Air Chase Ends As FAA Radar Nabs Its Man

by Frank King

LAS VEGAS—You have this charter pilot, a handsome former B-26 jockey, operating in and out of Mexico for a decade with no problems. Suddenly, the police suspect him of being a narcotics smuggler.

Authorities are alerted and, shortly after the suspected winged smuggler leaves customs at Sonora, Mexico, a mad chase of single-engine light planes begins. Noticing an unmarked *Comanche* following him, he proceeds to give free flying lessons to his chasers. His erratic flight path includes dragging downtown Las Vegas, attempts to land on highways, losing his chasers in the clouds and a frantic touch-and-go landing at busy Thunderbird

(Continued on pg. 8)

San Mateo Flight Clinic Has Record Pilot Crowd

SAN MATEO, Calif. — Flight instructors and pilots—some 268 of them—recently attended what the San Francisco Area Office termed "one of the largest flight instructor clinics ever held in the United States."

FAA personnel from Oklahoma City, the San Francisco Area Office, and Oakland GADO took part in the three-day event.

The results: 55 flight instructor certificates were revalidated, 33 renewal certificates were issued, and 25 gold seal flight instructor certificates were conferred.

Among the flight instructors attending, 67 held certificates which did not require updating. The attendance record also shows that 88 commercial and private pilots enrolled for information and education.

The clinic staff consisted of: FAA Academy—Peter Campbell, Frank Jamison, Carl Edmison, and Bruce Akins; San Francisco Area Office—John Zentner and Frank Coil; Oakland General Aviation District Office—Kent Davis, James Wilmarth, Charles Panos, Thomas Spencer, and Dorothy Cuneo.

Sitka FSS Is Located Above Indian School

SITKA, Alaska—Carl Shute, Flight Service Station chief here, has to copy his clearances extra carefully:

"ATC clears Cessna one—two—three—four—zebra to . . . hold it, say again—600 people are cheering a basketball game downstairs!"

The controller at the other end doesn't drop his uppers at the unique interruption. He merely relays the clearance louder and clearer for Shute, because he knows from experience there often *really is* dribbling and cheering going on below the Sitka FSS.

While there are disadvantages to sharing their former Navy hangar with the Mt. Edgecumbe High School—which Indian, Aleut and Eskimo youngsters attend from all over the state—being topside of a student body of 650 has its rewards.

FAA communications and maintenance personnel get deep satisfaction out of helping the faculty move the students (literally) up to science.

"It's a sort of 'continuing service to the public' that we rather enjoy," reports Chief Shute.

The youngsters obviously also benefit by getting an intimate knowledge of how the flight service station uses its equipment. With many stations having to share space in terminals with cocktail lounges, barber shops, airline offices and the like, the Sitka FSS feels it shares quarters with 650 of the best possible co-tenants.

Particularly if you're a Bob Cousy fan, or a keen foul shooter!

Chief and Indians

Alaska's Mt. Edgecumbe High School freshman science class gets weather instruction from FSS Chief Carl Shute. Their classroom is downstairs in the hangar the school shares with FSS. From left to right: Shute, Phil Levshakoff, Steve Bergman (partly hidden), James Bifelt, Steve Attla, Ed Jackson, and Ingwald Totland (with back to camera). These boys are from nearby native villages.

For Real And A Dummy

'Patient' Roger Dieterich stays very quiet in the photo on the left while he is moved 'feet first' during a demonstration on how to carry an injured patient that went on during a first aid class at Albuquerque. Hoisting Roger, left to right, are Oliver Barnett, E. W. Northnagel, and William Oden. In the photo on the right, it seems like eyeball-to-eyeball, but William E. Adkins is showing that before you can breathe life-giving air into a patient, you must first position the head to open air passageways properly. A veteran FAA first aid instructor, he uses a department store dummy to demonstrate.

ABQ First Aid Class Is Real Life Saver

ALBUQUERQUE, N.M.—The man who came to dinner expected a quiet evening with his good friend hosting a Lucullan repast. But for ARTCC controller Lacey J. Bagley, as he watched co-worker Loel D. Scaramella toil lovingly with herbs and spices at his modern range, the night of small talk and relaxation became, in seconds, a matter of life or death.

Scaramella suddenly had a flash fire in the electric range. He tried to smoother it quickly—and wound up flat on the floor, speechless, breathless and in deep shock. The hot wires had jolted him with 220 volts.

That's where the value of training films paid off for Bagley, Scaramella and the FAA. They say a person retains a great deal more of what he has seen and heard in a film than what he merely hears, and for Lacey Bagley, the findings ran true to form.

He remembered how to give mouth-to-mouth resuscitation, while a rescue squad rushed on its way to complete the treatment. Scaramella recovered completely and is safely back at work separating traffic.

Training FAA employees here for such emergencies started in 1962, when a small group of Albuquerque controllers attended a Red Cross volunteer course. The following year, a first aid committee was formed at the Center.

Chaired by E. W. Northnagel, the first instructor, the committee initially had a dozen members. Of this group William E. Adkins, alternate chairman, continued with advanced training, and in April 1966 was certificated a first aid instructor.

By the latter part of 1966, Adkins had taught 57 FAA employees for standard and advanced certification. Northnagel instructed an additional seven.

The committee has grown to 18 qualified instructors. In recent months 114 persons received instructions in mouth-to-mouth resuscitation, while 246 others saw films.

Classes were kept to groups of from six to 12 people.

A minimum of 10 hours is required for the standard course, 16 for advanced and 15 additional for instructor. Subjects in the standard course include: priority of treatment, common emergencies, pains, wounds, fractures, burns (both heat and radiation), frost bites, simple bandaging, artificial respiration and transport of victims.

More detailed knowledge and expertise are gained in the advanced course, with greater emphasis on bandaging and transportation.

Northnagel says, "The primary goal of our courses is to prevent accidents, but if one does occur we want our men to be prepared to take care of the situation until professional care is available."

One life saved already proves the goal is being attained.

He Admires 'Doing' People

Wake Island's FAA Chaplain Likes Working Right Where the Action Is

WAKE IS.—No assignment is too tough for burly Father Emery Nemeth. He has replaced Father Canice Cartmell as FAA's Catholic Chaplain on Wake Island and likes to be where things are happening with people.

"Eleven of my 28 years as a priest in the Capuchin-Franciscan Order were spent serving the church and the people of Harlem," he explained.

The chaplain feels his Harlem assignment was his "most memorable." "I don't use the word 'memorable' to mean successful," he explained.

"Let's put it this way—I worked for eleven years in East Harlem meeting problems — of rehabilitation, retardation, amalgamation, and integration — with frustration and desperation."

Among his other duties while in Harlem was serving as executive director of two Youth Centers, both of which he founded. One was in Harlem, the other in the East New York section of Brooklyn.

So closely was Chaplain Emery, as he is known, identified with Harlem youths that he would be awakened in the middle of the night by police asking him to identify young teenagers picked up as suspects. If he gave them a positive character reference, the youths were usually released.

His intimate knowledge of the young people in his area often saved many a teenager from lengthy detention by the police in a mass pick-up.

Born in Detroit, the chaplain spent his high school and early college days studying at the Capuchin Education Center in Garrison, N.Y.

In 1930, after nine years at the Center, he made his decision to enter church ministry full-time. He joined the Capuchin-Franciscan Order at Huntington, Ind., and pursued theological studies at Marathon City, Wis., for nine years. After ordination in 1939, he labored in many diverse locations: Indiana, Michigan, New York, Wisconsin, Puerto Rico and Saipan.

Wake Area Manager George LaCaille said that island residents are extremely happy to have a man of Chaplain Emery's ability and dedication.

He added, "They are as greatly impressed with him as he is with the people of Wake Island."

When asked about Wake, Chaplain Emery replied, "I am greatly impressed with the experts assembled on this small island. I was always a flying enthusiast, but never realized the amount that America is doing to help commercial and military flying. I knew about the tower but, like many, I always thought FAA responbility encompassed only takeoffs and landings. Now I know every plane is watched over by the FAA from beginning to end to insure safe passage."

A knowing smile swept across his face as he mentioned "safe passage."

"Do you know," he queried, "that insuring safe passage is also in line with my work? Where a controller can give altitude clearance for 35,000 feet, I can give them even higher!"

Sky Pilot

Father Emery Nemeth, new FAA Catholic Chaplain on Wake Island, spent almost half of his 28 years of service as a priest in the Capuchin-Franciscan Order in Harlem. Besides duty in four U.S. states, Father Nemeth has served in Puerto Rico and Saipan prior to his recent appointment to Wake.

Pan American Clipper Ship Veteran Tells Story of Glamorous Days In Early Flying

GRANTS, N.M.—For most of us, the lumbering four-engined flying boat known as the Pan Am Clipper rises gracefully from San Francisco Bay only on the late-late TV show. We've watched in awe as pilot Humphrey Bogart and battling executive Pat O'Brien single-handedly lick the problems of setting up a transoceanic clipper service.

That classic seabird was envisioned on the designing boards to have a payload of 10,000 pounds, and the ability to fly 74 passengers at 150 m.p.h. over 2,400 miles against 30-m.p.h. headwinds at 10,000 feet.

In actual practice, the dozen Clippers each carried 5,000 pounds of cargo and 40 passengers, and the speed was more likely to be about 100 m.p.h. You could race it in your single-engine Cessna 150 now and win.

But for Edmund Dover, former Clipper radio operator and now an FSS specialist here, those were years of great progress for commercial aviation, and his share in it is to be published in a future issue of *Popular Aviation*.

In 1936, Dover was dreaming of a future in aviation, and spent all his free time around Los Angeles Airport. Then he decided to put his dreams into action, and enrolled in trade school to study radio. By 1942 and with World War II in full swing, budding Radioman Dover and growing Pan American Airways found they needed each other. Measured against 1936 standards, Dover already proudly saw the four-engined B-314 he was assigned to cutting the previous 21-hour San Francisco-Honolulu flying time down to only 13 hours. The earlier time was set by a twin-engine Martin flying boat a few years before.

Reported Each Quarter Hour

"We used CW communication then, and had to report every 15 minutes," Dover recalled. "Later we were permitted to report every 60 minutes. On the hour we gave a combined location and weather report. We used voice only in the Pan Am terminal area."

Contracted for war service by the Navy Air Transport Service, the dozen B-314 clippers were used for priority naval cargo, and all crew members were inducted into the Navy Reserve. Dover spent the early war years flying the San Francisco-Honolulu run, and later was assigned to Caledonia and South Sea spots, alternating as a Pan Am flight crew member and ground control operator.

The clippers were giants for their time, weighing 82,500 pounds. Wing span was 152 feet, and the fuselage measured 106 feet. An upper or flight deck was used by the crew.

Flew Seven Million Miles

When the war ended, the clippers had flown 7,400,000 miles of overseas routes and had carried 61,000 war priority passengers, 7 million pounds of mail and 2 million pounds of high priority cargo. Three planes were sold to British Overseas Airways. The other nine were disposed of through the War Assets Administration.

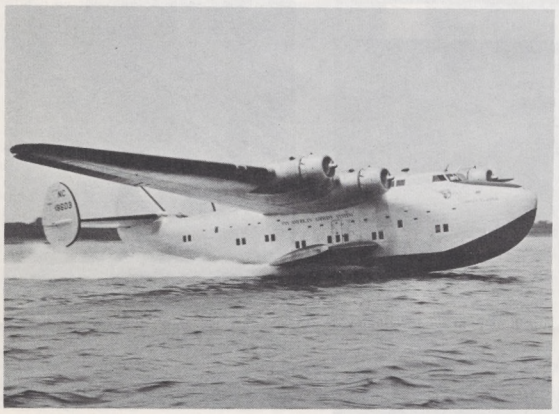
The airlines now turned to land-based planes. Dover continued to work for Pan Am as the airlines acquired the military version of the DC-4, and later the Constellation. He spent a year in Vienna as a ground control operator and set up radio facilities there. Later he worked in New York, Bermuda, the Azores, Istanbul, Karachi and Calcutta. In 1948 he switched to Pacific Overseas Airways and made flights into China on C-46s.

Marries Stewardess

Joining the CAA in Honolulu in 1948, Dover served at several Hawaii facilities, Midway and Wake. He met his wife at Wake, when she was a stewardess flying with California Eastern Airways on charter flights to Korea.

Dover returned to the United States and was assigned to Kansas City until he left the CAA to attend college for a year. Upon his return, he went to the St. Louis tower until his transfer to Grants in 1961.

Reflecting on his experiences in radio communication and aviation, Dover said, "The opportunity to travel has broadened my outlook and changed my social attitudes." Too, he says, it has given him the background needed to do some writing and to deeply appreciate New Mexico's colorful beauty.



Clipper Crew Vet

At left is the Pan American Boeing B-314 seaplane that pioneered transoceanic commercial service in the Pacific the decades ago. Edmund Dover (right) now an FSS specialist at Grants, N.M., has put his reminiscences of life aboard one as radio operator into an article for a national magazine.

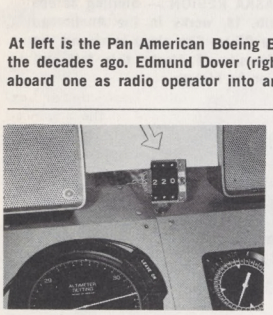
$150 Idea

Pacific Region Personnel and Training Chief Richard J. Alfultis recently gave a check for $150 to Clerk-Stenographer Loretta H. M. Young for a Beneficial Suggestion that was first turned down and later adopted. She had recommended replacing the "Notice to Handbook Users" page in the FAA Handbook with a "Record of Changes" page.

Rogers Named Drive Leader

ATLANTA, Ga.—Southern Region Director James Rogers has been named Chairman of United Appeal's 1967 Federal Government Division in Atlanta.

The announcement came from Joseph H. Terrell, Chairman of the United Appeal's Public Service Unit. "The Federal Government Division is one of the most important divisions in the campaign," Terrell said, "and will contact all Federal Government employees in the five-county Metropolitan Atlanta area. We are indeed grateful to have Mr. Rogers assume this important post. Last year, through more than 45 different service agencies, United Appeal helped 384,324 people in Atlanta."



Southwest Wind

A numerical wind indicator is being evaluated in the Atlantic City tower. The three numerals "220" give the same wind direction (southwest) as the standard dial to the right below.

Purcell Is New OK City Exec

OKLAHOMA CITY—James E. Purcell has been named the Aeronautical Center's new Executive Officer. He succeeds Kent W. Fendler, who has accepted a position with the Department of Health, Education and Welfare.

Purcell, who has been assistant chief of the aircraft services base for the past year and a half, came to the Center here from Washington. At headquarters he was chief of its aircraft management for a year and earlier was in the aircraft management division there.

AVCO Meets Rigid Specs

Turbine Manufacturer Gets FAA Certificate

CHARLESTON, S.C.—AVCO-Lycoming has received FAA certification of their plant here for the manufacture and testing of gas-turbine aircraft engines.

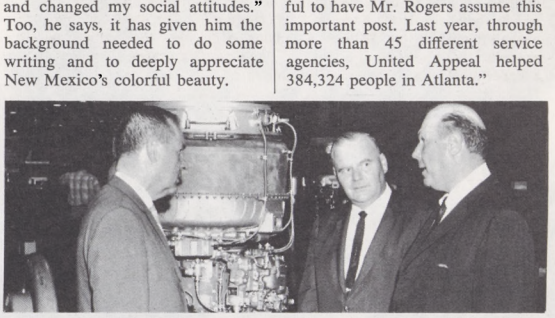
Gordon Williams, Southern Region deputy director, presented the Production Certificate for FAA. Also participating in the presentation from Atlanta headquarters were Gordon Becker, FSS division chief, and John Vogel, engineering and manufacturing branch chief. Kenneth A. Campbell, manager of product assurance, accepted the Certificate for AVCO-Lycoming.

Leading up to certification was an intensive final inspection by a seven-man FAA team of Lycoming's operations to assure that the AVCO facilities and quality control procedures met FAA requirements.

The Production Certificate is the third FAA requirement to be met by AVCO-Lycoming. They now have FAA approval in the full range of commercial aircraft engine manufacture. The other two certificates, received in the past several months, were a Repair Station Certificate and a Subsidiary Certificate.

Previously, the Charleston plant produced only parts for gas-turbine engines, with final assembly at their Stratford, Conn., plant.

Members of FAA's manufacturing inspection team from Atlanta were EMDO Chief Harold Mannick, C. E. Juncker, manufacturing specialist; John James, propulsion engineer; J. B. McLaughlin, supervisor; T. E. Stitely and C. A. Goodwin, manufacturing inspectors; W. J. Lawrence, propulsion engineer; and B. E. Reuther, supervising inspector.



It's a Gasser

Gordon Williams (left), Southern Region deputy director, takes a close look at one of AVCO's-Lycoming's gas turbine engines now being completely assembled and tested in Charleston under full FAA Production Certification. Kenneth Campbell (center), and Edward Burris, both Lycoming management executives, accompanied Williams on a recent inspection tour.

FAA HORIZONS

FAA HORIZONS, the official employee publication of the U. S. Department of Transportation, Federal Aviation Administration, is published biweekly by the Employee Information Division, Office of Information Services in Washington, D.C. Articles of general interest to FAA employees may be submitted directly to FAA HORIZONS, IS-40, Federal Aviation Administration, Washington, D.C. 20590. Telephone: WO 2-5575. Or you may contact Regional FAA Public Affairs Officers: George Fay, Alaskan Region; Robert Fulton, Eastern Region; Jack Barker, Southern Region; Joseph Frets, Central Region; K. K. Jones, Southwest Region; Eugene Kropf, Western Region; George Miyachi, Pacific Region; Edwin Shoop Jr., NAFEC, and Mark Weaver, Aeronautical Center.

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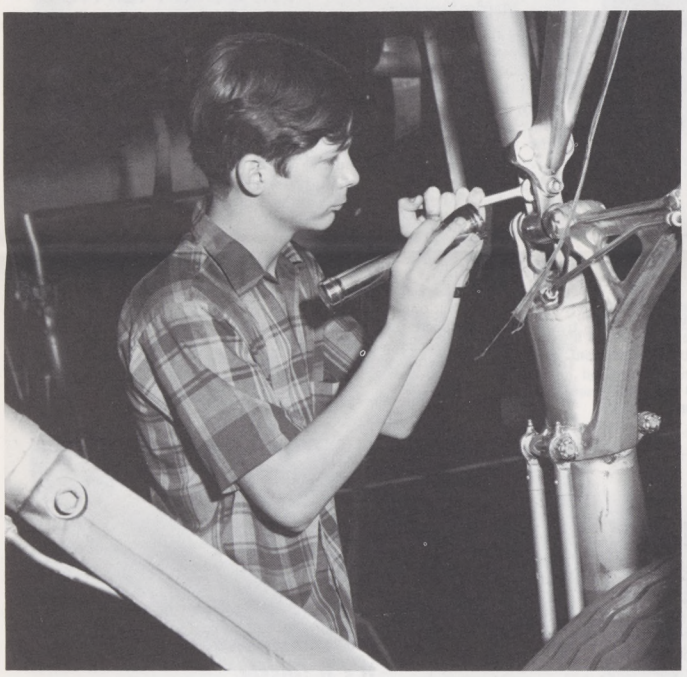
SOUTHERN REGION—These two Southern belles, Cathy (right) and Claire Foster work as clerk-typists in Atlanta, Georgia. Cathy is a Fulbright scholar. Claire hopes to become a foreign service intern.

SOUTHWEST REGION—Jimmy Office, (left), and Lewis Jordan substitute for printers to complete a rush job. Jimmy, 18, plans to become a commercial artist, and Lewis, 20, plans a career in teaching following graduation from the University of Texas.

ALASKA REGION — Smiling Teresa Staib, 18, works in the Anchorage Area Office. She plans to attend the University of Alaska this fall and major in biology. ◄

OKLAHOMA CITY—Michael Grigsby, 18, who plans to join the United States Air Force, is employed by the Aeronautical Center Aircraft Services Base as an aircraft maintenance helper.



WASHINGTON, D.C.—Norman Anderson, 20, and Sandee Toothman, 18, are editorial clerks at Washington Headquarters. ►

helping them to help themselves

Editor's Note: The author of this article is a junior majoring in journalism at the University of Missouri. She has been working in the Employee Information Division of the Office of Information Services during the summer. Page layout and design was executed by Norman Anderson, who is also a junior, majoring in journalism at Northwestern University in Evanston, Ill.

By Sandee Toothman

In offices throughout the country from Atlanta to Juneau, the Federal Aviation Administration has been successfully carrying out its mission to provide valuable summer work experience for nearly a thousand young people, under the President's Youth Opportunity Campaign.

The FAA has participated in this campaign since the program's inception three years ago. In an effort to alleviate the grave problem of unemployment among the nation's urban youth, the FAA this summer has hired high school and college students who, without this work, might have been forced to discontinue their education for financial reasons. Summer jobs give them meaningful experience.

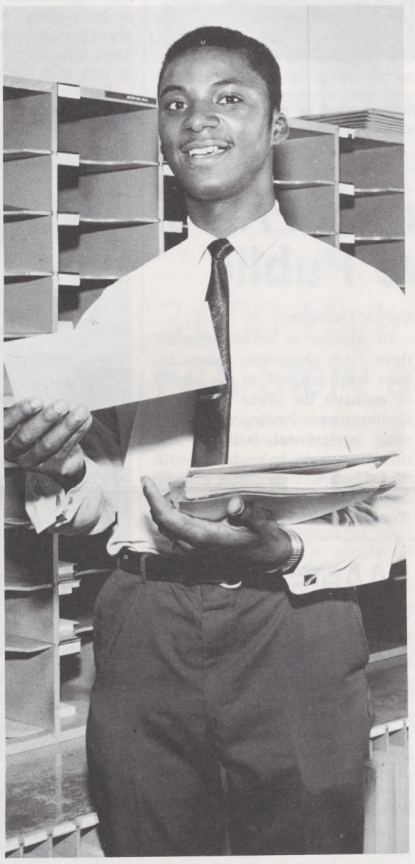
In a business world which each day is growing more and more specialized, the FAA realizes the importance of encouraging young people to stay in school and take advantage of whatever educational and training opportunities are made available to them, so that they may eventually assume responsible, well-paying positions in the career fields of their choice.

For this reason, the agency is making every possible effort to aid its young summer employees in achieving this end. Through the Youth Opportunity Campaign, the FAA is helping young people to help themselves in two ways: to earn money to continue their schooling and to gain a rewarding introduction to the work world.

Many of these young people working for FAA have never before had actual job experience working on a regular basis. For them, the FAA is providing an environment in which they can learn the importance of developing good

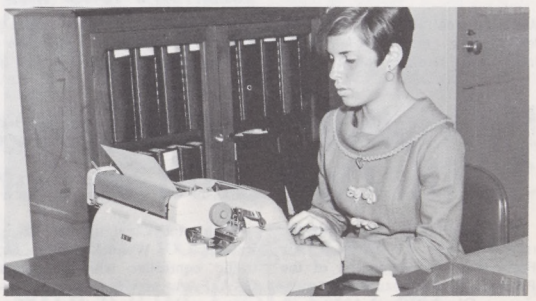
PACIFIC REGION — Bubbling over with Oriental charm, nineteen-year-old Sharon Lum is employed in the Honolulu Area Office as a clerk-typist. ◄

NAFEC—Robert Pettingill, 16, works with electronic equipment at the NAFEC laboratories. He hopes to study electronics with the U.S. Air Force. ►



CENTRAL REGION—A mail clerk in Kansas City, Lawrence Maith, 19, will be a college freshman.

EASTERN REGION—A serious-minded youth, Mary Risorto, 16, works as a clerk-typist in the New York Area Office.



WESTERN REGION—Stephan Phelan, 17, (left) and John Turner, 18, work in the mailroom. Stephen is a senior at L.A. West High School. John enters L.A. City College.

. . . *FAA Employs Nearly 1000 Youths for Summer Work*

work traits, such as promptness, cooperation, initiative, and reliability.

Although the emphasis of the agency's program is on helping these youngsters to develop office skills and good work habits, the FAA is also meeting other needs of its student-employees.

Several regions are offering educational training programs designed to help the students build up strong language and number skills in order to increase their value to employers. The program includes remedial classes in English, reading, and arithmetic.

At the start of this summer's campaign the 16-21 year-olds were given diagnostic tests to determine possible weaknesses in these areas. Through counselling sessions, the advisability of their participating in the program was pointed out. Almost all of the youths to whom the program was made available elected to take advantage of this opportunity to refresh or relearn basic skills on a voluntary basis.

Career Opportunities for Youth, a program set up within the Youth Opportunity Campaign, has also enjoyed active participation by FAA's young employees. High school seniors are the target group for this program, which is designed to acquaint students with the wide variety of jobs that will be open to them if they succeed in obtaining a high school diploma and necessary training.

Participants in the Career Opportunities program were given lists of business firms and government agencies in their communities from which each selected four that he would like to visit.

The FAA is arranging transportation for these youths to the various offices where they will be taken on tours and given lectures on available jobs, qualifications for different positions and other general information of interest to the ambitious young people.

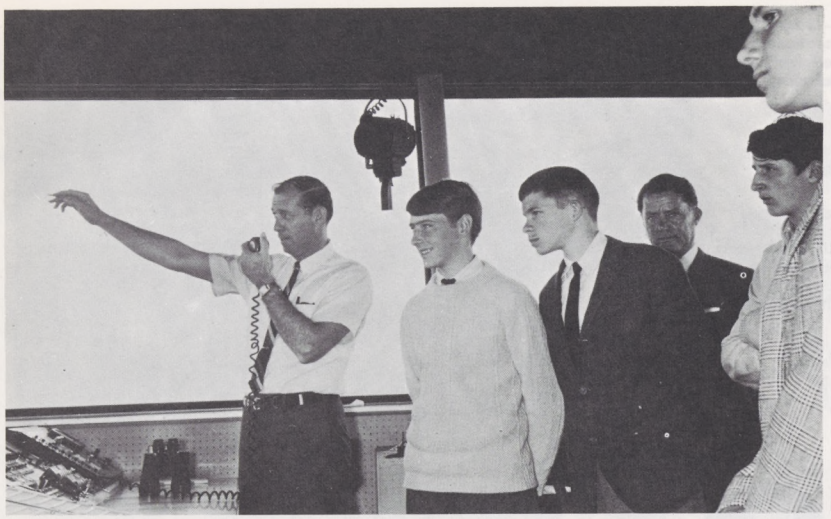
The wide variety of jobs to which the Youth Opportunity Campaign workers have been assigned at FAA include positions as clerical assistants, library clerks, mail and supply clerks, trades helpers, drafting trainees and engineering trainees.

The agency has received excellent reports from supervisors in all regions about the progress of the YOC program. The experience which the summer employees have gained and the contributions which they have made to the agency have been valuable.

While most of these young people have been able to develop commendable work habits and have improved their typing skills and other abilities, the value of the campaign cannot be measured in terms of their work accomplishments alone. The program has had a meaningful influence on their combined educational-vocational development and has instilled in them confidence and pride in their work.

The FAA has benefited, too, from their summer employment. The youths' supervisors have gained needed assistance in more routine tasks, and have learned how to deal with the less-experienced employee as well.

The Federal Aviation Administration is proud of the youths' accomplishments and its own role in making its possible for these young people to continue their education.



Tomorrow's Tower Men

Air traffic controller Richard Dwyer of the Hyannis, Mass., tower shows procedures used to direct an airplane landing to a group of local high school students interested in aviation careers. The tower tour was part of a local Career Week in which other Eastern Region facilities in the area also participated.

Harrisburg Tower Becomes FAA's 306th Operated to Serve Public

HARRISBURG, Pa.—With the recent transfer of Olmsted Air Force Base to jurisdiction of the Pennsylvania Aeronautics Commission as Olmsted State Airport, its control tower became the 306th such FAA-operated facility.

Participating with Air Force and state aviation officials in the transfer ceremony were Oscar Bakke, eastern region director, and Chris Walk, New York area manager.

Designated Chief of Olmsted is Randolph G. Wendel, veteran air traffic controller with 25 years CAA/FAA service. Wendel reported to his new post from Harrisburg-York State Airport Tower, where he was a watch supervisor.

Operation of Olmsted tower 16-hours a day is handled by six controllers: Donald Eisenhauer, Rudolph Wolf, Harvey Huth, Robert Hoffman, Joseph MacDonald and Calvin McAlpine.

In addition to tower personnel, three FAA electronics technicians have been assigned to the airport to maintain the tower equipment, the instrument landing system and other navigational facilities. This three-man team is headed by Gifford Thompson, Jr., and includes James Totin and Robert Todd, all from the Harrisburg AFS.

You're On Sir . . .

". . . It's all yours" says a departing Air Force Captain, handing controller's mike to New York Area Manager Chris Walk. This by-play symbolized the transfer of Olmsted Tower from the Air Force to the FAA. Harvey Huth, of the new tower's six-man team, looks on at left.

Lion's Share of Travel Rise Attributed to Western Region

LOS ANGELES—From *LA Times West*, "The Face of Tomorrow," by Stewart L. Udall, comes this interest news: "When 1966 travel facts were tallied across the United States, it was found that a new travel volume record had been set. And when percentages of visitors by region were analyzed, the computer cards echoed the words of Horace Greeley.

Leading all 10 regions was the Northwest, with 27.81%; next came the Rocky Mountains, with 20.38%; the Southwest was third, with 20.09%; then the Great Lakes, 14.51%; New England, 11.5%; Middle West, 3.89%; South Central, 2.28%; Southeast, .45%; and East Central, minus 1.51%. The entire nation's travel was up 10.92% over 1965.

FAAers Help In Soaring Meet

MARFA, Tex. — Two general aviation inspectors, William E. Berkebile and William Sullins, both of El Paso GADO, conducted surveillance and provided advisory assistance to 75 pilots in the 10-day 34th Annual U. S. National Soaring Championship concluded here in mid-July.

Part of the job was keeping official track of every tow-plane launch and records of retrievals by car and trailer.

A. J. Smith, of Michigan, was contest winner. Other U. S. contestants included Paul Bikle, NASA X-15 project engineer; Dick Johnson, world-famous glider pilot and designer; Dr. Ernest Steinhoff, a chief scientist at White Sands Missile Range; and Robert Buck, a TWA captain. Foreign competitors came from Poland, Switzerland and both East and West Germany.

A total of 112,000 sailplane miles—a new meet record—was flown. No new world records were posted, but Rene Comte of Switzerland set a new Swiss record when he flew 432.5 miles to Phoenix, Ariz. NASA's Paul Bikle stated that for two hours he flew in a straight line at speeds up to 140 m.p.h.

Numerous thunderstorms and showers occurred during the meet, which made the contest the more challenging. The competition was marked by only six minor mishaps, principally in off-airport landings. There were no personal injuries.

Minneapolis Guides Aviation Explorers

MINNEAPOLIS—Explorer Post 707 is off to a flying start, thanks to FAA's Area Office here. Headed by Lyle K. Brown, Minneapolis is the agency's first sponsor of an aviation-oriented Explorer post. Formed last November, the group consists of 24 members, selected by cooperating high schools in the Minneapolis-St. Paul area.

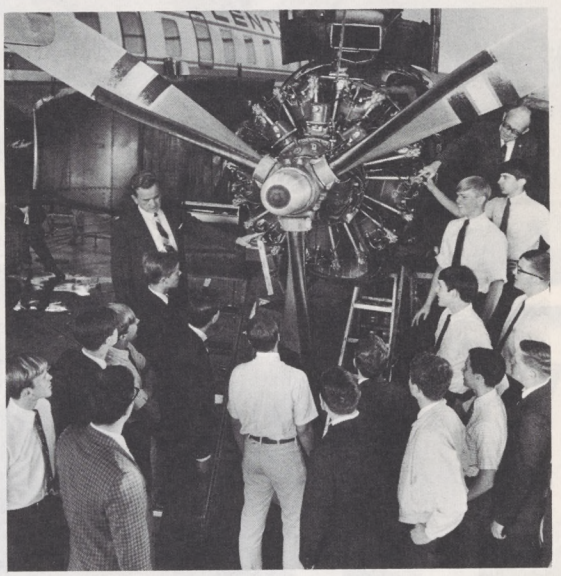
The purpose of the Post is to further aviation education of outstanding young men. The two-year program is designed to acquaint Explorers, many of whom have been Boy Scouts, with all phases of aviation, its many opportunities, and requirements for a career within the industry. All of the boys expressed an interest in aviation, but knew little about the industry itself or how they might get into it.

Nicknamed the 707's after the popular Boeing jet, the Explorers are directed by William Newell, electronics inspector in the area office. Before recessing for summer, the group divided its time between briefings by aviation experts and field trips to Government and private installations. Classroom briefings and films shown covered topics such as air traffic control, aviation weather, airport operations, airplane maintenance, and an introduction to electronics engineering.

As part of their training, the Explorers toured a mechanics' school, the local Weather Bureau office, a control tower and radar room. They also practiced maneuvers in Link trainers and flight simulators, took commercial airplane flights, and observed operations at the FAA's traffic control center at Farmington, Minn.

Although still in its infancy, the success of the program can best be illustrated by the response of the Explorers themselves. Some are planning to take private flying lessons as soon as possible, and others hope to become airline pilots. All the Explorers will have a well-grounded understanding of aviation, which makes the program a worthwhile endeavor.

It is more than a one-way street, however, as the FAA employees participating in the program have the satisfaction of knowing that they have made a substantial contribution in furthering the cause of aviation through the Explorers.



Aviation Fans

Lyle K. Brown (left), Minneapolis area manager, and William Newell, electronics inspector (upper right), point out engine parts to Explorer Scouts during visit to North Central Airlines Hangar. (Minneapolis Tribune photo)

Experimental Approach System Now at Jamestown

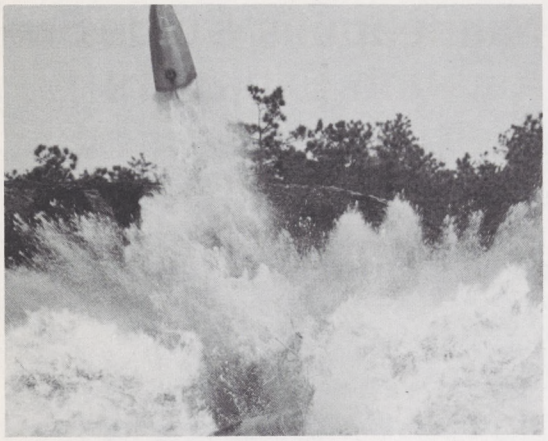
JAMESTOWN, N.Y.—After a grueling battle with weather and mountainous terrain, the experimental Approach Light System here at the municipal airport was completed recently by the Eastern Region's Cleveland Area Office.

The system, to be used by NAFEC for "poor visibility" testing, consists of eight light bars spaced at 200 feet out to 1,400 feet, plus two other light bars located at 1,850 feet and 2,300 feet, respectively, from the end of runway 25.

All the light bars contain the steady burning approach lights. Because of descending terrain from the end of the runway, the lights were mounted on substantial steel structures up to 126 feet in height.

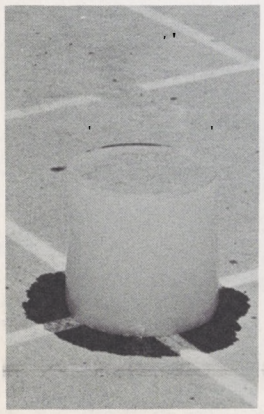
The system was designed so that various combinations and configurations of these sub-systems can be attained through a switching system. As a result, NAFEC can evaluate each combination and eventually select one to be used as a standard "low cost" approach light system.

Jamestown was chosen as the site for this test because of the frequent poor visibility conditions that occur, especially during the winter.



Wham-O!

125 gallon droppable fuel tanks, filled with liquid and different concentrations of gelled fuel, were fired at 80 miles per hour into this embankment to compare ignition and burning characteristics. Ignition was provided at the point of impact by a pilot light.



Gel Held

One gallon of a 1% gel concentration after two minute spread test at NAFEC. Different gel concentrations were tested for time and spread.

Last Tour

NAFEC Director Jack Webb (right) preparing to accept first of two surplus B-47s delivered by Air Force Crew.

Historic Old B-47 Still Serves In Aviation As Research Aircraft

ATLANTIC CITY—Remember the B-47—glamor jet of the early fifties, for which Jimmy Stewart hung up his spurs to fly it in the movie "Strategic Air Command"?

You don't see many Stratojets around any more. They've done front-line service and most have been retired to vast airplane storage areas around the country.

They're not extinct, however, because at least two still serve. Not as they once did, in the air or on ready alert all over the free world, but as test beds in support of the Administration's continuing R & D efforts.

Migrating from Pease Air Force Base, New Hampshire, two B-47s not long ago lowered their tandem landing gears and outriggers for the last time, settled gracefully on the runway and reported for duty at NAFEC.

Just what and how many purposes these pioneers of the jet age will serve remains to be seen. Considering the number of aircraft safety tests conducted at NAFEC, you would judge they'd have a great potential. But regardless of what other action they may see, one has already served to prove that a jet engine can operate successfully on gelled fuel.

"The use of gelled fuel to minimize crash-fire hazards isn't new." According to project manager Ralph Russell, "it's been studied over the past 15 or 16 years." We know now that jet fuels can be gelled and that the thicker concentrations can effectively minimize crash-fire hazards. When released under pressures normally associated with airplane accidents, gelled fuels don't vaporize or produce an explosive mist. This alone substantially reduces the possibility of accidental ignition. Also, if a wing containing fuel tanks should be damaged or torn off, thicker gel concentrations remain in the tank. They don't spread all over the place like liquids do.

There are still a number of questions to be answered about gelled fuel, but we do know that it can minimize crash-fire hazards and it can be used in a jet engine.

Robert Salmon is the man who managed and reported on "Turbojet Engine Operation Using Gelled JP-4 Fuel." It was Salmon who first gave one of the Center's weathered, but still majestic, Stratojets the defiant wail of new life. While collecting his scientific data, Salmon produced a number of nostalgic moments among the wild blue yonders who had known the old girl intimately in her days of glory.

Salmon's formal report covers test procedures, performance characteristics, runs and starts on different gel concentrations, even the tendency of the boost pump to cavitate (run out of fuel to pump), unless the gelled fuel pressure exceeds the yield stress of the gel by a sizable margin—but it doesn't even mention the spiritual uplifting that took place.

No one in the scientific environment at NAFEC would authorize an official measurement or even be caught on the ramp with a yardstick. However, there are some who swear that the drooping wings of the two proud birds have lifted at least a foot from the firing of just one engine.

Seen or unseen, the B-47 still serves in the agency's R&D effort.

FAA Building Tallest Tower For Chicago

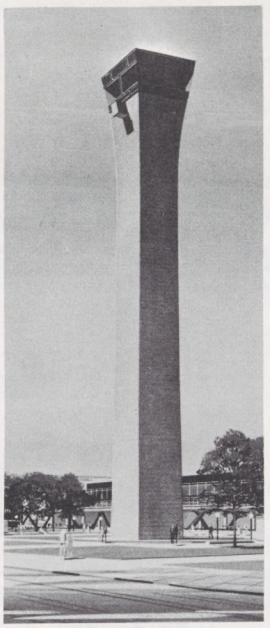
CHICAGO—Years of planning culminated recently when Central Region Director Edward C. Marsh and Chicago Mayor Richard Daley participated in groundbreaking ceremonies for the new control tower at O'Hare Field.

Tentative commissioning date is March 1969.

The tower, tallest ever built by the FAA, will rise 199 feet. It is being erected in the airport parking lot north of the terminal building on land leased to the FAA by the city of Chicago. Tower entrance, offices, equipment rooms and storage areas will be below ground off a sunken courtyard.

The surface of the five-sided concrete shaft will be "bush-hammered" to give a rough texture. The tower cab, also pentagonal to eliminate reflection and glare, will be prefabricated and hoisted into place by crane. It will be reached by an elevator, stairway and cable shaft.

The new tower will give controllers a better view of airplanes in the air and on the ground at O'Hare and will ease crowded conditions that exist in the old tower.



Five-sider

Here is artist's conception of the new control tower being constructed at the world's busiest air carrier airport—Chicago's O'Hare.

3,000 High School Youngsters Hear FAA Story at Missouri Career Fair

KANSAS CITY—Three thousand high school students from Kansas City recently attended a Career Fair sponsored by the Urban League of Kansas City. Objectives of the fair were:

- To expose students to basic information about a variety of occupations and industries.
- To acquaint teachers, counselors, and parents with industries and business vocations.
- To allow area firms to present information about jobs in local companies as well as in the large corporations.
- To identify the wide range of vocational opportunities.

Representatives from 53 businesses, industries, and government agencies intermingled with counselors in presenting factual information and job opportunities for the students.

If the amount of interest generated is used as a criterion, the FAA's booth at the fair was successful. Pictorial displays in the booth included a series showing FAA employees engaged in a variety of jobs and an aerial view of O'Hare International Airport.

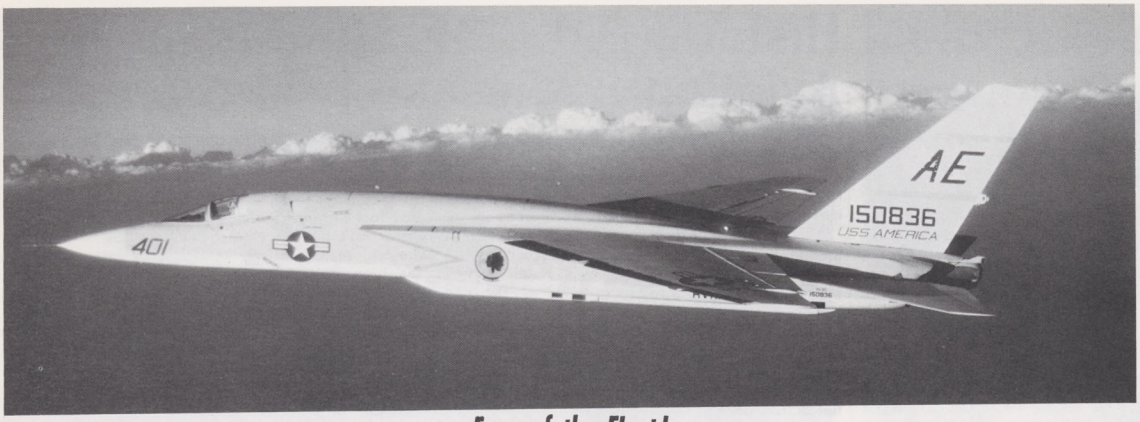
Two mechanical devices especially appealed to the students. One was an oscilloscope with a hand mike that could be used by the students to indicate their voice modulation. Another displayed an aircraft on an ILS approach accompanied by a voice narration of each phase of the approach.

This display was designed and constructed by Bob Luth, electronics technician in the Kansas City Area, who also helped man the booth and answer questions. He received assistance from Mary Alice Davis of the Regional Office Communications Center, and Fielding Draffin, a controller from the Kansas City ARTCC.

The fair theme, "Knowledge Is Power," tied education to opportunity.

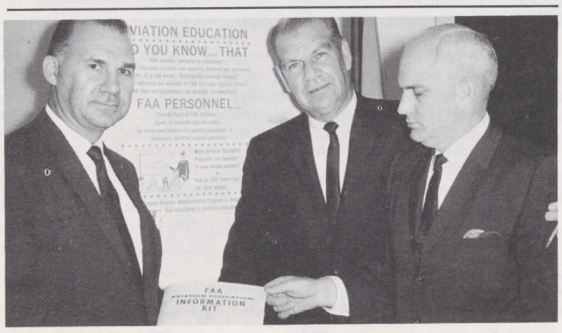
Let Me Hear About It

Visitors at the FAA booth during the Kansas City Career Fair for high school students were told about the importance of an education as a basis for greater job opportunities.



Eyes of the Fleet!

NAS—Albany, newly commissioned naval air station in southwest Georgia, will be home base for these high-speed, jet RA-5C Vigilante reconnaissance/ photographic aircraft. This type aircraft is deployed on fleet aircraft carriers.



Aviation Educators

Looking over their new kit to provide FAA aviation education information to facility supervisors are (left to right): Robert F. O'Neil, special assistant for aviation education; Robert V. Reynolds, Assistant Administrator for General Aviation Affairs, and Sanford P. Rogers, aviation education specialist. The new kit contains background information for agency employees and tells how the FAA can be of the greatest help to educators.

League Tells FAA Role

(Continued from pg. 1)

tories in which FAA has no facilities, any FAA responsibility is in the communications area, *if* the pilot has filed a flight plan and fails to close it, thus presumably becoming lost or in distress.

The search and rescue is handled by the Coast Guard if maritime in nature, or by the Air Force if domestic, after FAA has notified Rescue Coordination Centers.

In mishaps out of the United States, there is some difficulty plucking an American out of trouble, yet foreign nations many times have extended themselves to rescue foreign nationals.

Representing the FAA at the hearing was Director of Air Traffic Service, Archie W. League, who along with representatives from other agencies such as State, Air Force, and Coast Guard explained individual areas of responsibility.

The air traffic service head said the agency's basic responsibility is aviation safety. This includes management of navigable airspace for safe and efficient usage, the certification of aircraft and airmen, and the promulgation of rules governing safe aircraft operation and air traffic.

To do the job, he told Chairman Dante Fascell (D), Fla. and his sub-committee members, FAA has three principal air traffic facilities serving the aviation community: air route traffic control centers, airport air traffic control towers, and flight service stations. He explained in detail how these efforts are coordinated to maintain aircraft separation.

The great bulk of air traffic service provided by the agency is within the United States.

"These services are provided also over portions of the high seas and to a limited extent over foreign territory," League added, "in accordance with regional air navigation plans established by member states of the International Civil Aviation Organization (ICAO)".

League made it clear that while FAA makes available information obtained in the course of conducting air safety functions through its extensive communications network, this agency has no direct responsibility for the actual conduct of search operations. Control is kept in effect however, if the pilot flying from a point inside the U.S. to a point outside the U.S. files a flight plan. Watch is kept on foreign flights until word is received that a neighboring country has assumed control responsibility or the plane has reached its destination.

If a U.S. aircraft is operated between two points outside the country in airspace in which this nation provides no air traffic control service, the agency is not responsible for such flight. However, FAA does cooperate with air traffic control agencies of the country involved by providing all available information and by making communications checks as appropriate.

Turner Air Force Base Now Navy Air Center

ALBANY, Ga.—"The Vigilantes are coming, the Vigilantes are coming!"

Such is the cry in this southwest Georgia city, as Turner AFB now becomes officially Naval Air Station—Albany.

But *Vigilantes* in this case are sleek photo and electronic reconnaissance aircraft. The whine of these RA-5C jets will now replace the thunder of Air Force jets which, for more than a quarter of a century, have been a familiar sound and sight to Albany citizenry.

Accepting the 'keys to the base' from USAF Colonel W. T. Loman, Jr., Commander of Turner AFB, was Vice-Admiral Richard T. Booth II, USN, who performed the official commissioning ceremonies converting the base to a Naval Air Station.

Southern Region air traffic division chief H. S. Chandler and military liaison officer Tom Rasberry expressed praise for the excellent relationship that has existed between Turner Air Force personnel and FAA Southern Region personnel during past years, and report this same close liaison already is established with the Navy at Albany.

Hard to Beat

Marie Chaconas seems as delighted with receiving a 25-year service pin as Deputy Administrator Thomas is to award to her. All of Marie's Federal service has been with the CAA and FAA, and she has been Thomas' secretary for more than nine years.

Girls Are Tennis Champs

HOUSTON—Children of two crew chiefs in the Center here are making names for themselves along the Gulf Coast as tennis players.

In recent competition, Patty Hoffman, daughter of ATS Specialist Beverly C. Hoffman, won the women's singles championship in the *Conroe* (Texas) *Courier* Tennis Tournament. Runner-up was Dianne McKeown, daughter of Controller Roy O. McKeown.

Patty won the women's championship after defeating Dianne in the finals and her sister, Vicki McKeown, in the semi-finals. In tennis competition earlier this year, Patty and her sister, Peggy Hoffman, advanced to the high school state semi-finals in Austin before being defeated. They were representing Humble High School.

A brother, Beverly Hoffman, Jr., a student at the University of Southwestern Louisiana, this year was co-champion of the men's Gulf States Conference doubles and placed third in the singles division.

Vicki McKeown, a high school sophomore this fall, recently played in the Waco, Tex., Open Tennis Tournament where she reached quarter finals.

Air Chase Ends As FAA Radar Nabs Its Man

(Continued from pg. 1)

Field with the sheriff's plane right behind.

How did they keep track of this fantastic flyer? Simple—radar had him under surveillance.

Play-by-Play of the Chase

Las Vegas tower first learned of the situation when the FSS advised them that a light airplane enroute to Las Vegas was being pursued by authorities in another aircraft.

Los Angeles center had both aircraft under radar surveillance. Las Vegas tower picked them up on radar south of the city, when the chasing pilot called approach control. Meanwhile, the FSS alerted the Clark County sheriff and surrounding airports.

When the aircraft sought neared Las Vegas, it suddenly turned southwest into some clouds. The Border Patrol pilot advised he would have to refuel at Las Vegas.

Loses Chasers in Valley

The tower continued to track the suspect aircraft as long as it could on radar, as it later headed northwest and disappeared in Pahrump Valley—northwest of Las Vegas. Meanwhile, a Clark County sheriff's airplane was dispatched.

Ralph Peterson, Las Vegas tower chief, said, "About this time things were humming. After landing at McCarran Field, the authorities jumped into a fast light-twin and headed northwest. The tower radar vectored both the sheriff's and the Border Patrol airplanes to the area where the suspect airplane was believed to be."

During the aerial chase the quarry was prevented from touching down on a road in the Pahrump Valley by a sheriff's car blocking the road.

The sheriff's airplane was the first to spot the suspect and the Border Patrol plane soon rejoined the chase. Meanwhile, back at Las Vegas tower, the radar crew was providing vectors and advisories to pursuing planes.

Doubles Back Between Pursuers

The suspect then tried evasive action. He doubled back between the two chase airplanes, cut some fancy maneuvers, then tried to outrun his pursuers and headed for Vegas.

He flew towards Thunderbird Field, touched down, saw police vehicles, and took off again. He was followed in the touch-and-go operation by the sheriff's plane.

The chase then roared toward McCarran Field, veered off and headed for downtown Las Vegas. The suspect and the two pursuing airplanes flew low over the downtown area and proceeded south.

Shortly after, the pilot of the suspect airplane landed at Boulder City, his tanks almost bone-dry. Authorities were waiting for him, and he was immediately taken into custody.

FAA personnel participating in the half-day incident were: Eric Lathley, Eugene Stahl, Jim Donnely, and Lyndell Lewis of Las Vegas tower; Vern Enderson, Robert Grisham, and Bob Campbell of Las Vegas FSS.

After 48 hours in custody, the suspect was released for lack of evidence. He' explained his evasive actions by saying he panicked.