



The Rains Came

A downtown Fairbanks bridge, running diagonally across the center of this aerial view, and barely discernible, normally spans the Chena River. Swollen river rose more than 12 feet over its usual six-foot crest, triggered by five-day rainfall. Airports saved the day as the only means of bringing in food and medical supplies.

Loss Reaches \$250 Million

Fairbanks Flood Damage Leaves 15,000 Homeless

By George T. Fay

FAIRBANKS—From the air, this city of 30,000 had a Venice-like appearance. Motor boats plied nine-foot deep canals made by the rampaging Chena River's overflow, providing the only means of surface transportation, as mid-August floodwaters lapped at second-story windows of the state's second largest city.

Half the city's population were homeless and a \$250 million damage tab was rung up. Rebuilding should take a year's time, but it must be done in only six weeks, with the aid of a hastily allocated million dollars of federal funds—and traditional Alaskan grit.

If not completed by fall's first freeze, the city will be a mammoth ice patch.

The International Airport on the west edge of the city, and Eielson

Air Force Base 28 miles to the southeast, looked like giant aircraft carriers moored in a vast lake. Their two-mile long "flight decks" barely protruded from the waters. During the flood's worst period, these runways were the only means of bringing food, drinking water, fuel, medical supplies and other items sorely needed by the disaster struck community.

Aircraft Bob Like Corks

Aircraft of every description jostled each other for parking space on the flood-shortened ramp in front of the International Airport terminal building. Fifty less fortunate aircraft bobbed like corks in the water which covered their tie-down area.

The traffic pattern swarmed with commercial, military, and private

(Continued on pg. 8)

FSS Plays Key Role In New World Soaring Mark

CEDAR CITY, Utah—The FSS staff here had a key role in setting a new world 'goal-and-return' soaring record recently.

The FSS provided weather and briefing services for two Palmdale, Calif., soaring enthusiasts who set a record of 360 miles. The new record-holders, Edward G. Minghelli and Robert Seaman, stayed aloft eight hours and twenty minutes.

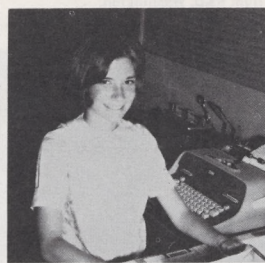
The previous world's record—337.37 miles—had been held by S. Ratusinski of Poland since 1962.

Minghelli and Seaman flew from

Cedar City to Price, Utah, and return. During the flight, a barograph recorded altitude and time. Start, finish and enroute points were checked photographically.

The soaring enthusiasts were in two-way radio contact with the Cedar City FSS for a major portion of their marathon flight.

R. J. Christiansen, Cedar City FSS chief, said, "We expect to get more soaring enthusiasts in this area next year. Minghelli said weather conditions here are perfect for soaring, due to the heavy thermal updrafts around the Utah mountains."



Biz Administrator

Gail Ann Arrington, Fort Worth summer employee, who has won a scholarship to Junior College this fall, credits her FAA job with influencing her new major in business administration.

Scholarship To Youthful FAAer

FORT WORTH—Miss Gail Ann Arrington, 18, a summer employee in the Office and Science Assistance program, has been awarded a scholarship to Tarrant County Junior College here. She will be among the estimated 3,300 students to enroll this September in the first classes of the college, a new community educational institution.

"My work with the FAA this summer and the help I have received here have meant a lot to me," she said. "This experience has probably been the influencing factor that made me decide to major in business administration."

New Guide Tells How To Pick Airport Site

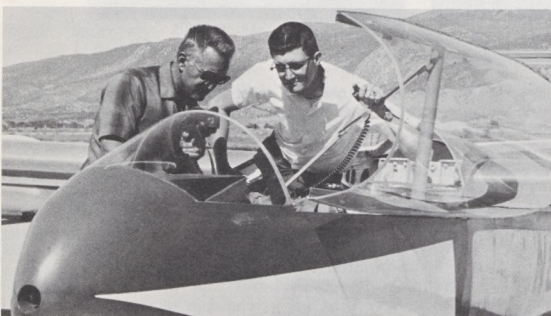
WASHINGTON—Inexpensive and easily acquired property is not necessarily the best site for a new airport, according to an airport site selection guide just issued by the agency.

Other factors, such as accessibility to users, construction costs, future expansion possibilities, obstructions, anticipated community response to aircraft noise and nearness to other airports can be considerations even more important.

Airport site selection is a local responsibility, the guide notes, but all sponsors of civil airport projects are required by regulations to notify FAA of proposed construction, so the agency can review the project's effect on surrounding airspace. If no airspace problems are found, no further Federal action on the proposed construction is required.

An additional step must be taken, however, if public airport sponsors desire financial assistance under the matching grant Federal-aid Airport Program. This requires a written FAA endorsement of the proposed site from the nearest FAA Area Office. This endorsement, however, does not automatically commit the Federal Government to contribute funds towards the airport's construction. If Federal financial assistance is requested and approved, the ensuing construction must meet FAA standards and specifications.

The guide points out that sound airport planning requires knowledge of present and future aeronautical needs of the community. It recommends at least a five-year forecast period for airports serving general aviation and ten-year forecast period for airports where both airline and general aviation service is anticipated. During these initial airport planning phases and the ensuing work, assistance from FAA airport engineers is available from agency area offices.



Record Smashers

Edward G. Minghelli, left, and Robert Seaman, both of Palmdale, Calif., check radio gear in the sail plane prior to crack at world record sail plane flight. Salt Lake Tribune Photo.

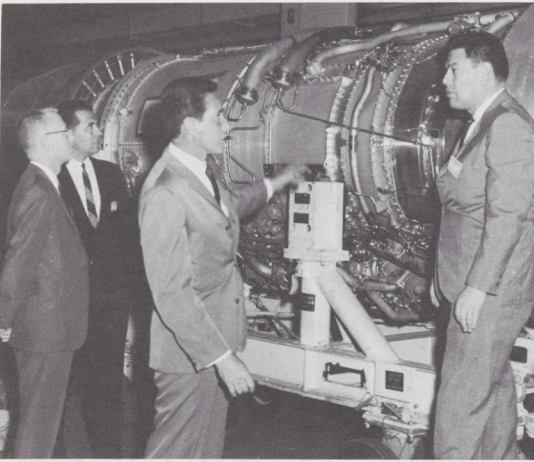
X-Ray Sleuthing Spots Corrosion In Plane Tests

OKLAHOMA CITY—The application of the X-ray technique to aircraft metals is proving to be an additional boon to aviation safety.

Metal sleuthing, begun a few years ago at the Aeronautical Center's Aircraft Services Base, is being refined in the agency's Non-Destructive Testing Laboratory by Everett Samples, William Swisher, and Donald Shein.

Acting as a team, they have been using X-ray equipment, along with magnetic particles, dye-checks, eddy currents, and ultrasonics, to test aircraft metals for flaws.

(Continued on pg. 2)



The General and the Jet

General Federico Ceasnovas (right), Bolivian director of civil aviation, recently toured the FAA Western Region to become familiar with aircraft manufactured in the area. Accompanying him on a visit to McDonnell-Douglas were (left to right) Garrison Costar, FAA Western Region international liaison officer, O. E. Tappata, McDonnell-Douglas sales representative and E. H. Mitchell, director of customer relations for the DC-8 jet engine makers.

CAP's Fledgling Pilots Triple Tower's Traffic

LAWTON, Okla. — Thirty-one Civil Air Patrol cadets, aged 17 to 21, converged on the Lawton, Okla., tower during their annual summer encampment here. The encampment in Lawton is one of five being held this summer in the United States.

Cadets were given a tour of the FAA facilities, and air traffic control and how basic equipment is used in the tower was explained.

This close coordination between the cadets and the controllers is expected to strengthen future relations between controllers and pilots. The cadets, from the north central, south central and the southeastern parts of the nation, will receive flight instruction. Those who satisfactorily complete the courses will receive private pilot's licenses. Weekly traffic operations zoomed from 170 to 692.

Preparing For Jumbo Jets

Bolivian Aero Head Meets Manufacturers

LOS ANGELES — General Frederico Ceasnovas, national director of civil aeronautics for Bolivia, was a recent visitor here to discuss aviation administration and become familiar with aircraft manufactured in the western states. A matter of deep concern for General Ceasnovas was to learn more about preparations to be made in airport terminal areas to accommodate jumbo jets. This was the subject of a thorough discussion with airport planners and aircraft manufacturers.

The General's itinerary included the Los Angeles area as well as San Francisco and Seattle.

Also a visitor in the Western Region was Hugo Mirabal, director of airports and aids to air navigation of the Bolivian Department of Civil Aviation. Airport management, air traffic services and operation of nav aids were, until last June 23rd, performed by Bolivia's national airline. A recent government action transferred these responsibilities to the Dept. of Civil Aviation. Since Mirabal will assume responsibility for direction of this work, he made an in-depth study of Western Region office organization as a preparation for finalizing his own organization planning.



Away She Goes!

Vicki Hanson often goes dashing away on 'Freckles' when she's not busy at her clerk-stenographer job in the Seattle Area's personnel and training branch. In addition to riding, her other hobbies include water skiing, tennis, and driving her Porsche sports car. Vicki comes from an aviation family. Her father, Gale Hanson, is assistant chief of the flight standards branch, Seattle Area. Her sister formerly was a clerk-stenographer in the Western Region PT Division. Vicki's brother is a flight instructor, her sister has a private pilot's license, and her mother previously worked for the U.S. Air Force.



Quarter Century

Donald J. Hall (center), with 25 years civil/military government service to his credit, recently retired from the FAA to tour the country in his newly bought trailer. Hall has been active over the past several years in developing standard design airport traffic control towers now operating at many of the nation's airports. Standing (l. to r.) at Hall's retirement party are: Walter N. Pike, Mrs. Hall, Murray E. Smith, and Harvey R. Wendorf. The men are from R&D, Washington.

X-Ray Sleuthing Spots Corrosion In Plane Tests

(Continued from pg. 1)

This checking is done when the aircraft comes into the Aircraft Services Base for the annual overhaul, more often if any suspected flaws are considered in the aircraft type.

"One job for our team," says Everett Samples, "may consist of just one film or test or we may take as many as 400 pictures." That's the average on the annual inspection. Samples says as many as 2,000 inspections have been made in the last two years just using the X-ray equipment.

X-raying of aircraft metals is not new; it was started in Europe in late 1941. Equipment at the Center is of the portable type and has been used to trace metal flaws, cracks or corrosion in just about everything in the complete aircraft.

"All we have to do is put the portable X-ray machine up to the part to be checked, be certain the back plate for the X-ray is in place, and shoot. It's a matter of minutes and there's no disassembly needed. It permits a quick, but thorough, check of the aircraft section," says Samples.

"We are gathering historical data through our tests. The yearly inspection on the DC-3, for instance,



Inspectors' Helpers

Modern instrumentation greatly aids inspection of aircraft metals for possible flaws. At left, an inspector checks a wing's flap actuator support with an eddy current device. In center, a technician uses dye penetrants to check cracks with ultra-violet light, and at right, a technician uses ultra-sonics on a metal strip—defects, cracks or flaws will show up on oscilloscope screen.

Modifications and the transition into turbo-prop engines, such as the Convair," Samples added, "can bring on stress areas. Our job is checking those to detect any flaws. All this makes our job a fine adjunct to visual checking and takes the 'guessing out of the game'."

The Non-Destructive Testing Laboratory does other types of testing, such as magnetic particle (Magnaflex) used primarily on steel parts. Magnetic filings will gather around any flaw or crack as the current flows through the metal.

However, aluminum fittings and parts don't take to the magnetic line of force so X-ray or ultra-sonics are used. This inaudible sound vibration brings out any flaw, crack or corrosion deeply hidden and the results can be read electronically off an oscilloscope.

Another check method, not currently in use at the Center, is radiation. Cobalt isotopes, for illustration, can be inserted into the shaft area of a jet engine. The resultant picture would show any flaws. This method is used by airlines when a

jet engine inspection is needed.

Even though X-ray has proved to be the most widely used method at the Aeronautical Center, the procedure best suited to the job gets the workout. Some methods and procedures practiced at the Oklahoma City Center have been accepted and used by industry.

What about the future? Inflight computers already are being used in some instances to measure stress and strain areas. The day of the SST may bring on the permanently attached strain gauge which can

measure potential problems in as many as a thousand areas of the aircraft. Any problem that may be developing would show in a series of lights up near the cockpit. This trouble light would specify the area and the testing laboratory technicians of tomorrow would be called in for their type of preventive sleuthing.

Thus tests today and tomorrow would be designed for safety of the aircraft and passengers.

This, then, is the task of these men with the 'X-ray eyes.'

Milton Gunther, FAA aircraft management specialist in Brussels, who has his ATR (airline transport rating), checks an agency aircraft at Brussels airport. The plane is used for administrative pilot work and to maintain pilot proficiency. Here Gunther preflights an agency 'Queenair'.



Jules Deleenaers (seated), former Sabena flight engineer, is responsible for quality control of FAA aircraft. His wife, Maria, works in the FAA office. Robert O. Anderson, of FAA in Europe, monitors fulfillment of the Sabena maintenance contract.



Flight inspectors Merrill R. Nielsen and Walter L. Gilbert of Frankfurt look over work being done on an agency T-29 in Sabena hangar, Brussels. This type work is a major EU area workload.



Raymond B. Maloy directs the agency's Europe, Africa and Middle East Region from Brussels. From his headquarters he directs 300 full time employees, of whom about 200 are engaged in air safety work.

EU FAA's Biggest, Most Diverse Region

(Editor's Note: This is the first in a series of articles on the EU Region. Additional articles will be carried in subsequent issues of Horizons.)

BRUSSELS—Activities of FAA's biggest and most diverse region extend from the Pan Am hangar at JFK to Dum Dum Airport outside Calcutta and even behind the Iron Curtain.

As befits its size, this region also has the biggest name: Europe, Africa and Middle East.

Directing EU's activities from the eighth floor of the Tour Madou Building in Brussels is Assistant Administrator Raymond B. Maloy, a veteran of CAA/FAA, with a B.S. in Aeronautical Engineering from the University of Michigan.

It takes about 300 full-time FAAers to carry out agency responsibilities, some 200 in air safety operations alone. Accounting for a sizeable chunk of the EU workload is the flight inspection program, the methodical surveillance of some 400 navigation aids from the air that assures their accuracy.

Flight inspection began overseas in 1950 after the International Civil Aeronautics Organization adopted VOR and ILS as the standard en route and terminal navaid facilities.

The beginning was modest: a DC-3 with one crew (two pilots, one avionics technician) was assigned to London. Today, there are 10 crews in Frankfurt flying five T-29s, two crews in Beirut operating a C-54, and two staff men in Brussels.

James H. McCleery heads the Frankfurt Office. Under him, Robert W. Gallimore runs the Flight Inspection Group, concerned with assuring the accuracy of navaids.

William A. Beeton is in charge of the Beirut Office. The Flight Inspection Group is directed by David Bailey.

Last fiscal year the Frankfurt flight inspection crews logged some 4,100 flight hours, while Beirut crews logged 900. The major beneficiaries of these navaid inspection operations are the U.S. Air Force and, to a lesser extent, the Army and Navy. Together, they account for about 90 per cent of the FAA flight inspection flight time. The other 10 per cent of the flight hours benefit a dozen foreign governments, who reimburse the FAA for its services.

Ultimate beneficiaries of this vast flight inspection program are the millions of air travelers throughout the world whose safe flight depends on the men of FAA who operate the flight inspection program.



FAA Helps EAA's Grass-Roots Flyers

Rockford Rollout!

By THOM HOOK

ROCKFORD, Ill.—“We were building the plane in our unheated garage,” said Mrs. Curtis ‘Ma’ Pitts. “I was holding tubing while Curtis welded, and to keep warm I had a coat wrapped around my knees, while sitting on a five-gallon can with a light bulb under it.”

‘Ma’ and ‘Pa’ Pitts, as they have imprinted on their shirt and blouse respectively, are but two of the nearly 4,000 homebuilt plane builders who make the scene annually at Greater Rockford Airport for the Experimental Aircraft Assn.’s Annual Sport Aviation Convention and Exhibition.

Hearing ‘Ma’ reminisce conjured up visions of Mrs. Henry Ford holding the lantern in their garage so Henry could tinker, or Mrs. Lila A. Wallace pasting together the first ‘Readers Digest’ in a dank cellar with aspiring publisher DeWitt.

For the EAAers are as American as apple pie, as are the estimated 600,000 visitors who also came to see the 3,870 itinerant aircraft on hand and to share their enthusiasm for homespun craftsmanship at its shiniest.

Like the swallows returning to Capistrano, EAAers bring their families for the first week in August after booking early for camping, motel or hotel space. Wearing his special EAA white nylon cap with the blue visor, the ‘do-it-yourself’ plane builder averages a mature 38 years, and shares his hobby with wife and kids as well as fellow members from 300 chapters.

Never before have so many gotten so much for so little expense—a six dollar registration fee. The number of campers, in every conceivable rig imaginable, doubled over last year’s sleep-by-the-strip set, as some 7,000 campers paid only a dollar-and-a-half a day to stay in a woodsy area near the exhibition and briefing tents.

With a week of fly-bys, and aerobatics starting daily at 5 p.m., it takes a lot of work by FAA people to help make this about the safest gathering going. For the week, there were 32,024 aircraft movements including fly-bys, and the peak day’s load (7,046 operations, August 4th) doubled take-offs and landings at O’Hare, JFK or Washington National.

If you’ve ever manned a trade show or convention booth, you can sympathize with Donald R. Stoike, Rockford tower ATC specialist, who scheduled compulsory pilot briefings at regular times all day long. In between, he ‘relaxed’ by briefing any and all who missed the scheduled briefings, since everyone flying had to display a colored card showing he had a current briefing.

Helping out in the briefing tent with Stoike was Phil Sharp, of Rockford FSS, who also aided the Weather Bureau man sharing the tent. He kept pilots current on NOTAMS and opened or closed flight plans for them.

Two mobile FAA stations—small pick-

up trucks with two-ways radios, were located near touch-down and take-off points. Often with four planes on final and four ready for take-off, the rotating crews waved signal paddles vigorously to keep the traffic in order. Controllers spelling each other between tower duty for Chief Hugh Doyle were: Richard Bouillon, Rockford maintenance, Donald P. Hilde, AFS chief, Marvin Wilkinson and Peter Waggoner, both of Rockford tower; Ronald Sturtz, of the Champaign, Ill. combined station tower; Bob Barnett, from Peoria tower; Bob Margala, from Midway tower; George Acres, from Springfield (Ill.) tower, and John DeJonge, Rockford tower.

The powerful binoculars were in busy demand as we visited one crew on duty in the tower. Among the spotters were Rockford’s Wes Tipton; Lamar Vaughan, of Fort Wayne tower; and regular Rockfordians Jim Alexander and Robert Simon handling approach control and ground control respectively. Russell Gale, as assistant, and Robert H. Truckenbrod, watch supervisor, rounded out the crew.

Flight Service Station Active

On the other side of the airport from the EAA area, Erwin Stanicek’s crew was busier than a one-eyed cat at the fish market. They serviced over a thousand flight plans and briefed that many pilots. With John Klingbeil in pre-flight position, Max Diderich was sending messages to other FSSes regarding the local picture. Ronald Rubin handled the teletyped weather as Charles Bruce worked enroute radio positions.

Also encountered while making the rounds—and any omission of anyone’s contribution is unintentional—were Area FAAers on hand to see that activities went safely and smoothly. Among them were George Wagner, Flight Standards operations section chief; Laurel G. Smalley, supervisor of GADO-3, Chicago; George Brice, principal maintenance inspector, GADO-3; Irv Applebaum, operations inspector, DuPage Co. Airport; John Even, general maintenance inspector, GADO-10, Indianapolis; and Theo Moore, GADO-3 principal operations inspector.

Officials helped out by advising on problems dealing with maintenance, operations or safety, including details of the daily air show waiver.

A brief touch-down visit was made by Deputy Director David D. Thomas and key headquarters officials, while also present were Chicago area office executives Jack Koehler, air traffic; Floyd Emanuel, airways facilities, and Tom Davis, flight standards.

A Great Week For Vacationers

Not all of the FAAers present among half-a-million visitors were there in official capacity. Robert A. Burbick, head of regulations and directives in maintenance at Flight Standards Service, Headquarters, has attended for 15 years and devotes part of his vacation to presenting the trophies and awards for EAA at evening ceremonies.

Lindon Cockroft, an economist with the office of SST development, rounded out his sixth year of vacationing with EAA and flew Bob Burbick back to Washington, D.C. in his homebuilt ‘Whittman Tailwind’ in only five hours flying time.

“We received excellent cooperation from FAA people all the way,” said Paul H. Poberezny, president and founder of EAA.



Rolling farmlands at the top of Illinois and beautiful Greater Rockford Airport were host to visitors for the 15th Annual International Sport Aviation Convention and Exhibition of the EAA. In the foreground are large tents for forums, exhibits, dining and pilot briefings.



Donald R. Stoike, ATC specialist, briefed pilots all day, scheduled and unscheduled. During EAA week Rockford registered 32,024 aircraft movements.



Part of FSS chief Erwin Stanicek’s crew is seen on the job servicing more than a thousand flight plans during the week: (L. to r.) Charles Bruce, air ground; Ronald Rubin, flight data, and Max Diderich, operations control.



Tower controllers George Acres (left), from Springfield, and John DeJong, Rockford, keep cool on mobile unit duty during the week of 20,000 take-offs and landings, plus an extra 12,024 fly-bys. Touching down as they hold off traffic is “Breezy”, a 1912 pusher plane.



...t were host to 7,000 campers and 600,000
...bition of the Experimental Aircraft Assn-
...nd pilot briefings.



On hand was aviatrix Ann Pellegreno, fresh
from her round-the-world flight in the
same type plane used by Amelia Earhart
in 1937.



Admiring the spit-and-polish craftsmanship of a Great Lakes biplane are Chicago
FAA executives (l. to r.) Tom Davis, FS chief; Floyd C. Emanuel, airways facilities
chief; and Jack Koehler, air traffic chief. FAA helped make the meet safest yet.

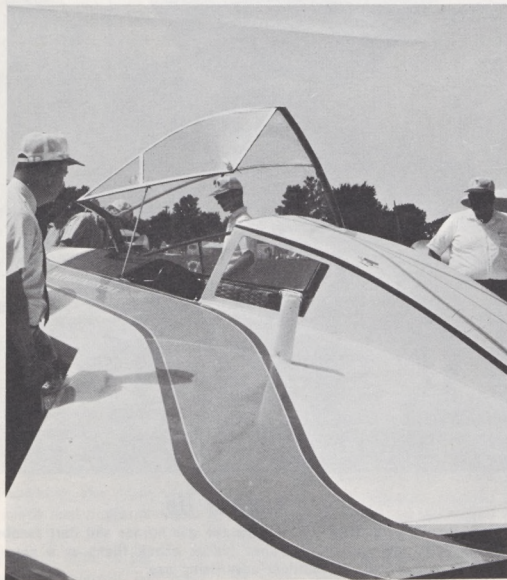


Small in number but high in interest among the 3,870 aircraft at the colorful festival of flight
were the 'Warbirds of America'. Gil Macy's Curtiss P-40 'Warhawk' (right) parks ferociously
beside Bob Hoover's P-51 'Mustang' fighter.



Admiring a build-it-yourself 'Sky Birdy' Helicom Commuter is Theo Moore, FAA rotor-
craft inspector from GADO-3, Chicago. The enclosed single-seater was built by
EAAer S. A. Helfferich from plans he bought from the California designer.

Chester Anderson, of the Air Traffic branch, Chicago, looks over the wide delta wing of a homebuilt designed and built by EAAer John
Dyke. Anderson served many years as an O'Hare Tower controller.



This sleek homebuilt is Joe Hruby's 'Cayuse', powered by a 100 h.p. engine and cruising a 125 m.p.h. Con-
structing a homebuilt aircraft costs from \$600 to \$4,000, and requires about 2,000 hours of spare-time work.
At each step it is inspected by FAA safety inspectors. If a part is unairworthy, it's 'no-go'.

...d, keep
...n extra
...plane.

700 Men and a Forest Fire

FAA Supplies Center To Halt Crackling Flames

By Clifford Cernick

HOQUIAM, Wash. — When smoke began billowing out of a remote section of the Olympic National Forest 45 miles north of here recently, the message was relayed that it would require 700 helmeted firefighters to stop the conflagration.

Get 700 men together, pour them into the flock of aircraft needed to bring them to the fire, and you still need half-a-dozen experienced flight service station men to provide a communications center and handle the increased air traffic.

As flames crackled ominously in this remote region, the crew at Hoquiam FSS responded immediately when Ranger Al Blaisdell asked FSS chief Paul Fleming for help. The FSS men offered to provide a center from which to fight the fire, which threatened the state's famed rain forest.

Fleming promptly arranged for the Forest Service to share FAA office space at Bowerman Field.

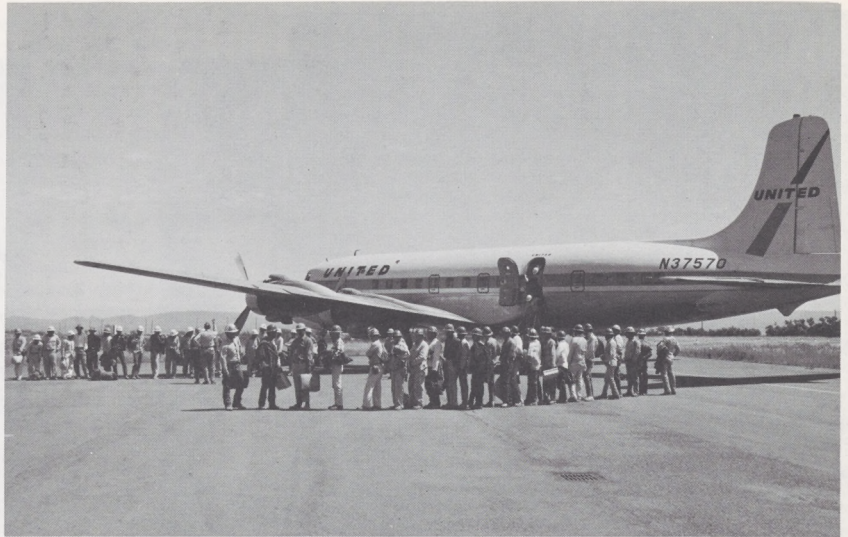
Ranger Blaisdell and four other Forest Service supervisors immediately set up emergency headquarters at the FSS. Soon, a steady stream of DC-3s and DC-6s was pouring in and out of the field, carrying the 700 experienced firefighters.

Within four days the fire was under control, and Forest Service supervisors were able to return to their headquarters at Olympia.

Richard Worthington, supervisor for the Olympic National Forest, praised the Seattle Center for issuing a 'disaster' NOTAM which helped keep light aircraft out of the area. He also extended gratitude to Fleming for providing the quarters required.

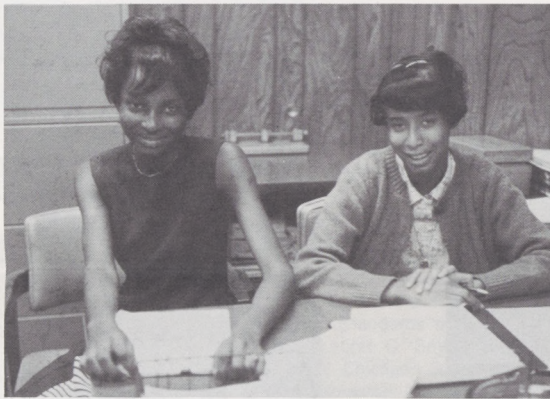
"FAA assistance contributed to earlier control of the fire and resulted in far less damage to National Forest resources," Worthington said. "We are extremely grateful for the help FAA rendered in this fire emergency."

Fleming's Hoquiam FSS staff, which efficiently handled increased traffic throughout the emergency, consists of Kenneth Dennis, Art Wheeler, George Gidlund, Jim Alwood, and Bill Shoalts.



Rain Forest Protectors

First contingent of more than 700 firefighters arrives at Bowerman Field, Hoquiam, Wash., for dispatch to major forest fire near the state's famed rain forest. Forest Service directed firefighting from communications center provided by FAA's FSS crew.



Math Majors Win Scholarships

Math majors Shirley J. Anderson (left) and Evelyn L. Tidwell, Youth Opportunity Trainee employees in the Memphis Area Office, are both honor high school graduates. For outstanding scholastic achievement, each has received a scholarship to continue her studies. Shirley won a \$4,000, 4-year scholarship to Lane College, Jackson, Tenn., and Evelyn, a \$6,400, 4-year scholarship to Tarkio College, Tarkio, Mo.

Films, Talks and Tours Win Plaudits for Tower

LONG BEACH, Calif. — Stan Dilatush, tower chief here, believes his tower may be the first to have received a Certificate of Achievement.

The award, conferred by Western Region Director Arvin O. Basnight, is for extraordinary public service.

In a three months period, 15 members of the tower staff donated more than a hundred hours of their time, and 900 miles of private transportation, to tell the FAA story to clubs and groups in the Long Beach area.

"These diligent volunteers brought about a better understanding of the FAA and promoted considerable good will through personal contacts with more than 1,600 individuals," Dilatush said.

Films, talks, and guided tours

through Long Beach tower were utilized in the program.

"The FAA deeply appreciates the increase in public interest, understanding, and support these efforts created," Basnight said.

Nicholas Dallas, director of the Long Beach City Department of Aeronautics, expressed pride in the honor conferred on the tower. "This commendation was most justly deserved," he said.

Long Beach tower personnel who participated in the program leading to the award, besides Dilatush, are: Art Coleman, David Gourley, Craig Chase, Ralph Wozniak, Al Bauder, James Williams, Ray Northam, Stan Watt, Jack Ryan, Jimmy McCord, Mary O'Brien, Norman Johnson, Tom Moulton, and Olin Young.

CSC Lauds FAA

SAN FRANCISCO—FAA is doing its part here to steer college graduates toward federal careers, according to this region's Civil Service Commission.

Riley Harris, electronic engineer with the Western Region's airway facilities, received commendation from CSC for the part he played as FAA representative on the Federal Career Day staff.

"Mr. Harris served with distinction and carried out his responsibilities with skill and understanding," said Asa T. Briley, CSC director.

Hot Air Balloons Get FAA Approval Out West

SANTA ANA, Calif.—The first FAA Type Certificates for hot air balloons were issued recently by the Western Region for two model balloons manufactured by the Semco Balloon Company here.

A team of FAA engineers, inspectors and pilots of the region's aircraft engineering division worked closely with Mark Semich, Semco owner, during construction, inspection, and testing to assure that the new design complied with established airworthiness standards.

The first balloon certificated was a single-place, 30,000 cubic foot model. The second Type Certificate was for a large 90,000 cubic foot four-place model. The latter, when inflated, is 82 feet high and 55 feet in diameter.

Carl H. Jacobson, flight test engineer with the Western Region,

joined Semich in the balloon's gondola for an ascent to 10,000 feet in the final testing. Envelope temperature and heater operation were carefully monitored. A simulated flame-out and emergency descent and recovery were made as part of the test.

"This operation resulted in a landing in sagebrush in the boon-docks after being airborne for an hour and a half," said Jacobson.

Jacobson and Don Riffin, of the Western Region aircraft engineering division flight test branch, did most of the testing and evaluation of the balloons' performance.

Semich is moving his balloon manufacturing business in the near future to Coeur d'Alene, Idaho.

The first two balloons to be certificated will be used in outdoor advertising ventures.



Four Placer

FAAer Carl Jacobson and balloon-maker Mark Semich lift off for the final check flight for the Semich four-place balloon. After 90 minutes' free flight, they came down. Semich's company will move soon to Coeur d'Alene, Idaho.



Light'er Up

Mark Semich, 2nd from left, adjusts the gas burner and Carl Jacobson, (in flight suit), inspects ground lines before check flight of a new hot air balloon being made for outdoor advertising use.

Two-Year Revalidation Sets Up Largest 4-Day CFI Meet

ATLANTIC CITY—Some 200 flight instructors from all over the country descended on this famous resort city and nearby NAFEC recently for a four-day Flight Instructor Revalidation Course, making it the largest of its kind ever held.

Cooperating with the Eastern Region's New York Area Office in staging the mammoth project were the AOPA Foundation, Inc., the National Aviation Trades Association and New Jersey's Bureau of Aeronautics. Instructors were chiefly from New York, New Jersey and Pennsylvania, but some came from as far away as Texas and California.

A 1965 FAA regulation makes it mandatory for flight instructor certificates to be revalidated every two years. Normally, flight instruc-

tor revalidations are a function of general aviation district offices (GADO). Manpower limitations, however, make it doubtful that GADOs could accomplish the task before many of the instructor certificates would expire. A one-shot, large scale effort was the solution.

New York area office personnel who participated by conducting the flight check phase of the course were Paul Baker and George Boswell, flight standards branch; Lynn Probst, Aubrey Johnson and Charles McMillan, Philadelphia GADO; Charles Water and Ken Garofalo, Lindenhurst (L.I.) GADO; and Thomas Worth, Richard Clause and Walter Cederlund, Teterboro (N.J.) GADO.

The FAA Academy at Oklahoma City provided instructors "Pete" Campbell and Carl Edmison, each

of whom conducted daily briefings. Campbell's topic was "Instruments and Airspace," while Edmison spoke on "Maneuvers and Regulations."

Others who made presentations included Henry Hubbell, formerly with FS-440; Dr. Roland Biddell, FAA Headquarters; Bruce Aikens, U.S. Weather Bureau; and Dr. Jack Frymier, Ohio State University. In addition, Eastern Region Director Oscar Bakke addressed the group at a luncheon just prior to the wind-up of the course.

Reflecting the success of the course is the fact that every one of the flight instructors had his certificate revalidated. The New York area office was so pleased with the outcome that it is planning a repeat in the fall at Atlantic City, with the Philadelphia GADO acting as host.



Biggest Flock

Part of 200 flight instructors listen to one of the several lectures given during their recent Revalidation Course at Atlantic City just before the four-day clinic came to a close.



Pacific Annual Awards Winner

John M. Cyrocki (right), Pacific Region flight standards division chief, recently was presented the Director's Unit Award for his division's extraordinary accomplishments during the past year by Tom Gill, Hawaii's Lieutenant Governor. The award recognizes job performance reflecting unusual credit on the unit, the region, and the agency.

Trapped On Top, Pilot Saved With Doppler DF

MORGANTOWN, W. Va.—"I give up. I can't handle this thing," declared the pilot of a Cessna 205 to the Morgantown, W. Va., flight service station.

"Let it fly itself until you calm down," advised in-flight assistant Charles Derry. "We're here with you and you're just a few miles out."

With these reassuring words from Derry, a 50-minute aviation drama began that fortunately had a happy ending. Co-starring with Derry was a second Morgantown controller, Marcus Levy.

The pilot's trouble began when he became trapped in instrument weather. Not being instrument qualified, he wisely requested assistance.

Derry, with the doppler direction finder, noted the aircraft's bearing and, ascertaining that it was too low for terrain clearance, advised the pilot to climb to a safer altitude. Controller Levy, meanwhile, was in contact with the Washington Center and kept them advised of the actions being taken.

When it became apparent that the pilot was unable to maintain a constant heading on instruments, he was given several corrective turns in an attempt to steer him to the airport. However, DF bearing changes and loss of altitude indicated that a spiral was imminent.

Derry then cautioned the pilot to let the aircraft fly straight and level regardless of the heading. By adhering to this advice the aircraft's heading became constant on 170°, although the required heading to the airport was 130°.

Derry, doing this because he feared a radical change in the Cessna's heading would result in a loss of control, told the pilot to make small turns, using the rudder only.

This ingenuity paid off. Fifty minutes after the initial contact, aircraft and pilot were safely on the ground at Morgantown.

Derry and Levy were rewarded with Eastern Region's "We Point With Pride" plaque for their combined efforts.

Cleveland FAAer Saves Teen KO'd in Smoke-Filled House

CLEVELAND—When 14-year-old Michelle Focatero decided to heat soup for dinner one night recently, she touched off a chain of events that might have cost her life but for the heroics of Douglas Carpenter of the FAA office here.

Michelle was home alone in the family's Cleveland apartment at the time she put the pot of soup on the stove. In doing so, her pot-holder caught fire from the gas flame. Panicking, she dropped the flaming cloth into a plastic wastebasket.

Then, in her haste to get out of the room, she banged her head

against the kitchen door frame and fell unconscious to the floor near the burning basket. Black smoke filled the kitchen.

While this was going on, Carpenter was on the sidewalk across the street looking over a house offered for sale. Noticing smoke coming from a second-floor window, he rushed to the burning home. The landlady living on the first floor let him in.

Carpenter rushed upstairs, where his search for anyone trapped there was hampered by the heavy smoke. "I couldn't find anybody up there, so I came back down," he said. "But the landlady said

there should be a girl upstairs; so I went back."

The FAAer found the girl lying on the floor at the kitchen door. "I thought she might be dead," he said, "but when I picked her up she stirred and moaned."

While Carpenter carried Michelle outdoors to revive, the landlady ran upstairs and managed to beat the fire out with a small nylon rug.

Michelle was treated at a nearby hospital for smoke inhalation and later was released. She had one regret.

"I never did see the man who saved me," she said. "I wanted to thank him. He must be a wonderful guy."



On the Glide Path . . .

Cross-hairs of a photo-theodolite follow a USAF C-141 'Starlifter' as it makes an approach to a 'Category II' landing at NAFEC. The plane's proximity to the glide path on an instrument approach can be monitored easily with this new optical tracker.



Soggy but Smiling

FAAers on the job in the combined station/tower at Fairbanks are (l. to r.): Fayette Harder, chief, station/tower, International Airport; Paul E. Watkins, assistant area manager, and Joseph F. Husa, chief, airway facilities. Area Manager Darrell Nelson moved operations here when he was flooded out.



It Stings

"Ouch!" yells Chris Jennings, age 8, Fairbanks flood evacuee, as he gets typhoid shot upon arrival in Anchorage. He is the son of air traffic specialist Peter Jennings.

Two Dry Airports Save City As Fairbanks FAAers Bail Out

(Continued from pg. 1)

aircraft, each on its appointed disaster mission. Helicopters lighted like giant flies on rooftops of buildings, or hovered over areas while winches lowered lines to disaster victims trapped on roof tops.

Fairbanks tower chief Fayette Harder, and three air traffic control specialists, Robert Bloom, Clifford Westbrook, and Clyde Wenger, worked 18-hour shifts the first two days.

"Aside from directing traffic, we had to handle all sorts of messages on our VHF emergency frequency 121.5 mc, since all teletype and telephone lines were out of commission," recalls Bloom.

He hardly had time to reflect on the damage to his home. Flood waters reached the five-foot level in the living room of his six-year old ranch-type home. His wife, Janet, and his three boys made their way to safe haven at Lathrop High School.

Employees Out Of Touch

Communication was the biggest problem confronting Darrell Nelson, area manager. With all commercial power out of commission, Nelson was virtually out of touch with employees in his area. Single-side band radio communication between the International Airport tower and the Eielson RAPCON was his only link within the city and the outside. Fairbanks Center at Fort Wainwright, the low frequency range, and the Fox radio beacon were flooded out of commission. Center operations were shunted to Anchorage Center, while the Eielson RAPCON handled all IFR traffic within 40 miles.

To watch Joe Husa at work, one would never guess that his family lost home, furniture, clothing, and other material possessions. Husa, airway facilities chief, knew there was work to be done getting nav aids and communications back on the line. Like countless others who put aside thoughts of personal things, he discovered that work of recovery enabled him to forget his losses.

Personal Loss Shoved Aside

Because 95 per cent of the homes in Fairbanks were flooded, Darrell Nelson set in motion an emergency evacuation of FAA dependents. Flight Standards aircraft flew daily missions, bringing in pumps, generators, fuel, clothing, and other material from Anchorage to Fairbanks. On their return flight, they carried families to the safety of Anchorage.

Local FAAers welcomed refugees into their homes with no thought of recompense.

"We could have handled five times the number of refugees," reflects Jerry Brumley, assistant area manager in Anchorage. "There was all kinds of 'people snatching' going on at our reception center at the airport. It seemed that everyone here wanted to take in a family," he adds.

"Those beautiful silver salmon are ruined," mourned Dorothy Evans on the flight to Anchorage. She and husband Nolan Evans (a controller at Fort Wainwright) had caught 57 'silvers' at Valdez the weekend before the flood and had placed them in their freezer. Evans was accompanying his family to

Anchorage, where he went to work a manual position at Anchorage Center to handle Fairbanks' heavy traffic during the emergency.

Pavement Bursts Around Homes

"My lawn looked like a giant sprinkler system," said Lucille Waters, whose husband, Ralph, is a controller at Eielson RAPCON. Great spouts rose into the air as water pressure burst holes in the pavement and lawn around our home." Mr. and Mrs. Waters, with their three children, made three moves to friends' homes that night before settling at Lathrop High.

"Just call me the 'Catastrophe Kid,'" mused Marilyn Besanceney, whose husband, Bob, is a controller, while waiting for her typhoid shot at the Anchorage hangar. A 15-year resident of Fairbanks, she had visited Anchorage on the eve of the Good Friday earthquake in 1964. "I can't wait to get back and clean up the mess. Fairbanks is where our home is, and that's where we belong."

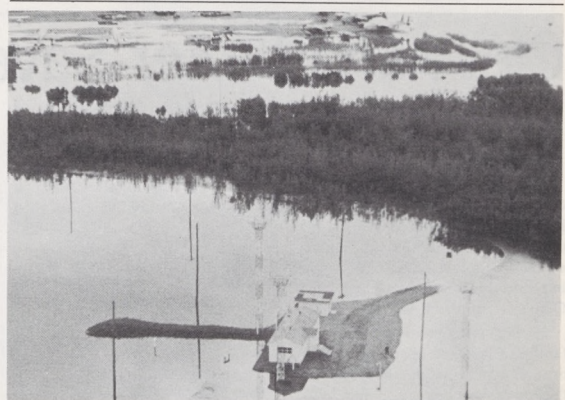
Marilyn, Joe Husa, Bob Bloom—there isn't space to mention all of them—have that special *élan* outsiders always notice when coming into the region. Northland people pull together, and one is reminded of it anew during a disaster.

"There's a lot of work to be done in restoring full FAA services to aviation, and getting our people back into their homes before winter sets in," said Deputy Director John R. Kullman, Brigadier General, USAF. "We know that we've got the right people there to do the job."



No Sleep Week

Strain of sleeplessness shows on Darrell Nelson (center) as he discusses evacuation of dependents plan with (left to right) Jerome E. Lardy, chief of ARTC center, Fort Wainwright; Thomas H. Wardleigh, technical assistant, flight standards, Anchorage; John L. Haynes, chief of aircraft management, Anchorage; and Deputy Director John R. Kullman, Brigadier General, USAF.



The High Ground

Remote control air ground site in foreground and Fairbanks International Airport at top of picture were rare semi-dry spots after flood. Rescue workers relied on air transport and radio communication in evacuating the homeless.