FAA HORIZONS

Read Gen. McKee's ATCA Talk Pages 4–5

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Rain and Windswept South Texas Returning to Normal After Storm

By George Burlage

SOUTH TEXAS AREA—It has been a season of natural disasters. Alaska had its flood, and Wake Island had its Hurricane Sara. This ravaged area has had both, with at least 96 tornadoes for good measure! When McAllen FSS went back into service Oct. 2nd—the last of the manned facilities to be restored—Texans had experienced nearly two weeks of rampaging damage that exceeded the $1 billion mark.

Roaring out of the Caribbean on the early morning of Sept. 20, Hurricane Beulah ripped through the border cities of Brownsville and McAllen, threatened Corpus Christi for awhile, but turned inland over Alice and finally died in a Mexican mountain graveyard of storms.

Behind lay stricken Padre Island and Port Isabela, a fishing town near Brownsville, 85 per cent destroyed. Winds that at times reached 160 mph wrecked homes and businesses. Accompanying rains flooded highways and streets, isolating and cutting off communication for thousands.

Miraculously, FAA employees had planned and protected equipment, so that they and their families suffered much less than expected. There were no reported injuries, and personal losses due to Beulah are still being tabulated but may not exceed $16,000.

Beulah thrashed her way ashore near Brownsville at the mouth of the Rio Grande. It had been apparent for a couple of days that the hurricane would hit the twin border cities of Brownsville-Matamores on either side of the Rio Grande. Art Ross, chief of the Brownsville CS/T, stayed close to the adjacent Weather Bureau radar, and Essa III, the weather satellite, had an unerring eye on Beulah's advance.

Families Are Cared For

Controllers, while off-duty, took care of their families by either evacuating them to what appeared to be safer locations or by laying

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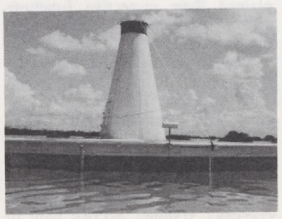
Rooftop FSS

E. C. Long (right), chief of the McAllen, Tex., FSS, and Luke Carney let their shoes dry off a little on the roof of the station after Hurricane Beulah calmed down enough for picture taking. Water was well over the height of parked planes usually housed in hangar row behind them.



Floating VOR

Flood waters brought by Hurricane Beulah lapped at the base of the McAllen, Tex., VOR. To follow the storm's movements, a network of single-side band radios tied in stations at Corpus Christi, Brownsville, McAllen, Palacios, Alice, San Antonio and Houston with the communication center at Fort Worth.

ATCA Names Top ATC Winners of '67 Awards

ST. PAUL, Minn.—The nation's nine most coveted awards from the Air Traffic Control Assn., Inc. were presented by Archie W. League, FAA director of Air Traffic Service, at the annual ATCA Awards Banquet in the St. Paul Hilton Hotel Wednesday evening, October 4th.

Those chosen the 'best of the best', after deep consideration by the specially selected 1967 Awards Committee, are:

- **Earl F. Ward Facility of the Year Memorial Award:** To Burbank Tower, Burbank, Calif. The tower was cited for sustained service under adverse conditions, after a fire completely destroyed both it and the IFR room. For a year following, the crews operated from a small van designed only for air shows or temporary use, weathering the discomfort and fatigue brought by the equipment-swollen tight quarters and in the face of a 22% traffic increase; for maintaining a high safe, courteous and effective service to the public, reflecting great credit to their profession and to the agency.
- **Facility of the Year Honorable Mention Awards:** To Bakersfield ATC Tower, Bakersfield, Calif.; Honolulu ATC Tower, Honolulu, Hawaii, and St. Louis ATC Tower, St. Louis, Mo. All were honored for service exceptionally well done.
- **Controller of the Year Medallion Award:** To T/Sgt. Jerry D. Spencer, Watch Supervisor-GCA, Naha Air Base, Okinawa. Sergeant

(Continued on pg. 8)

Aircraft Taxi Five Miles To Uptown Birmingham

BIRMINGHAM, Ala. — Skies over this deep southern city are quite crowded, but not so congested that airplanes have to regularly resort to the highways and roads —except on occasion.

To the casual stranger, a Fly-In provided a strange sight recently, when planes were permitted to taxi under their own power over five miles of surface route, intermingled with automobile traffic. Of course, the movement from Municipal Airport to uptown Birmingham was planned well in advance and protected by police supervision, but the parade of planes and cars caused many a second glance in conjunction with the recent 14th Annual Southeastern Conference and Fly-in. Compounding the interest was the concurrent national convention of the OX-5 Club's pioneer pilots, held here the same week, and a general celebration honoring the Birmingham Aero Club.

Other highlights of the full aviation week included a pilot education seminar, two banquets and an air show at nearby Martin Logan Lake. The air show featured a dazzling display by the Air Force's 'Thunderbirds' aerobatic team.

Southern Region Director James Rogers delivered the welcome address to the seminar which was attended by some 400 pilots. Following Rogers on the program, FAA Academy's Pete Campbell once again came up with a winner with his humor-punctuated talk on "the pilot, the machine, and the system."

Dr. Gibbons, chief of aeromedical research at FAA's Civil Aeromedical Institute, rounded out the program with his presentation on human factors in flight.

The Crowded Streets

Three planes taxi among the cars under their own power to get to uptown Birmingham, Ala. from the Municipal Airport five miles out, where they had landed for the 14th Annual Southeastern Conference and Fly-in and OX-5 Club convention of pioneer pilots. Key FAA personnel participated in the seminar.

Back to School Time Is Agency-wide: By Mail

OKLAHOMA CITY—For more than 21 years the FAA Academy here has had a correspondence school in operation that has graduated nearly 30,000 students — agency employees, foreign nationals, members of the military services, Weather Bureau, and others.

Never heard of it? Perhaps you would recognize the term 'Directed Study', a unique name the FAA has given its home study program because each study course *directs* an individual toward a specific objective or goal.

Beginning in 1945 with an engineering math course designed to prepare electronic technicians for more advanced training on the then new Instrument Landing System, the program now offers 52 courses in management, air traffic, electronics, flight standards, and other areas.

The growth of the operation can be seen by comparing the enrollment per month and the exams submitted per month through the years. In the beginning, of course, very few enrollments or exams were registered. After the program had been operating for ten years, in 1955, enrollments averaged 64 a month with 43 exams being submitted for registration.

In March 1967, after some 21 years, enrollment exceeded 1,000 for a 31-day period (actually 1,032) and there were 6,300 examinations submitted. In addition, 500 students received graduation certificates for completing one or more courses.

Many of these directed study courses are a prerequisite to taking resident training at the Academy.

Success of the far-reaching program, which extends to all FAA Regions, can be attributed to the fact that FAA employees are aware that their technical and management training must be continuous in order to develop and improve their professional capabilities.

The continuing growth of the Directed Study program is even more significant when you realize that participation by employees is almost completely voluntary. It should be remembered that some courses are prerequisites to resident training at the Academy, although many are complete in themselves. Directed study can also be used as refresher training, for technical advancement, or employee development.

If you have need for more information, Directed Study may be the answer. Ask your supervisor or contact the Admissions Branch of the FAA Academy (AC-910). You may be surprised at what it can do for your career.

Back to School

Kathy Hilbern, standing, is chief of the non-resident training unit, which maintains a correspondence school program with a total student class enrollment of 30,000. Here she checks an enrollment card with Pamela Perkins, a student aide.

Cleared for Landing

FAA controllers (seated l. to r.) Don Lake, Mid-Continent International tower; Harold Simpson, Kansas City Municipal tower; and Jim Forbis, Kansas City ARTCC, direct traffic from temporary tower set-up to accommodate increased traffic load during recent ATCA Fly-In at Olathe City Airport.

Flying Public Gets an Inside Look At Traffic Control During Fly-in

By David H. Myers

KANSAS CITY—The FAA participated in a recent fly-in sponsored by the local chapter of the Air Traffic Control Association at Olathe City Airport.

Using a 'get acquainted' theme, the event was designed to give the flying public an inside look at the FAA's role in air traffic control and to provide free exchange of ideas and problems between pilots and FAA controllers.

The first attempt at such an endeavor required considerable effort by the controllers and other FAA personnel. Taking care of necessary arrangements and various activities were George Fields, Roy McElwain, John Thomas, James Sigler, Larry Huck, Vernon Vaubel, David Cannady, Charles Gardner, Robert Bogdan, Gene Mense, Alfred Anderson, Robert Hoerning, and Harold Brown, all controllers here at the Center.

A full range of events was planned for persons attending the fly-in, including guided tours through the air traffic control center. An FAA flight inspection DC-3 was available along with other aircraft. Two FAA movies, "Density Altitude" and "A Traveler Meets Air Traffic Control", were popular attractions. More than 200 families registered for the drawing of prizes, and some 400 persons took advantage of the tours and movies.

Highlight of the day's program was an aviation forum, moderated by Daniel E. Barrow, Central Region deputy director. Panel members, representing six facilities, explained their respective functions and then answered questions from the audience.

Serving on the panel were Carroll White, Fairfax tower chief; Ted Goestal, Kansas City FSS chief; Lee Cochran, Olathe RAPCON crew chief; Bernie Geier, GADO supervising inspector; Ronald Moore, air traffic specialist, and David Coulter, of the Flight Advisory Weather Service Unit of the U.S. Weather Bureau.

To accommodate the increased traffic load at the airport, a temporary tower was manned by controllers Harold Simpson, Municipal tower, and Don Lake, Mid-Continent International tower. The Olathe Naval Air Station also helped out by providing buses to transport visitors between the airport and center.

Garys Get Gay Send-off From Alaska to New York

ANCHORAGE—Alaska said 'farewell' to departing Director George Gary and his wife Flo in a colorful sendoff party recently.

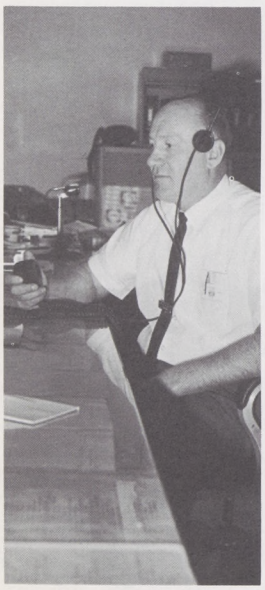
The 'Alaska Room' of the Westward Hotel here looked like an enlarged edition of Juneau's famed Red Dog Saloon—'Flora Dora' dance-hall girls cavorted in mini skirts of yesteryear, 'Skagway Sue' belted out old tunes on a tinkling piano; and ballads were recited by FAA's 'Bard of the Northland', Jack Jefford, who, as an additional duty, also serves as the agency's Chief Pilot in Alaska. Only thing missing was sawdust on the floor.

The four 'Flora Dora' girls, all FAA employees who danced and cavorted, were: Mrs. Jerry P. (June) Alyea, Miss Geraldine (Jerry) Farrar, Mrs. John D. (Jean) Kochendarfer, and Mrs. Maurice A. (Harriet) Naeve. Frank Smith, air traffic specialist, emceed the party.

In his farewell remarks, Gary said: "As my family and I prepare to leave Alaska, we do so with mixed emotions. Naturally, we are looking forward with great anticipation to the challenges that await us in the Eastern Region. However, we are saddened because we must leave Alaska with all of its happy memories of grand people we have met, places we have visited, and deeds we have accomplished together. Perhaps our trails will cross again someday. I certainly hope they do."

Gary's Girls

George M. Gary, Eastern Region director, who just left a similar post in Alaska, was feted on his departure with a dinner attended by friends and these lovely 'dancing girls' (left to right): Miss Geraldine (Jerry) Farrar, Mrs. Jerry P. (June) Alyea, Mrs. Maurice A. (Harriet) Naeve and Mrs. John D. (Jean) Kochendarfer. They are all FAA employees.



Kudos for Controller

John Scukanec, air traffic specialist, Anchorage, is seen at his work position. He was recently honored by AOPA for having rendered the most outstanding service to a general aviation pilot.

Alaskan Wins Top AOPA Award for Flight Assist

ANCHORAGE, Alaska — The Aircraft Owners and Pilot Association in Washington, D.C., has selected John Scukanec, air traffic specialist here, as the flight service specialist who rendered the most outstanding service to a general aviation pilot during fiscal 1967.

Scukanec will receive the AOPA Award at the biennial meeting of the National Association of Air Traffic Specialists at Atlantic City, N.J., during an awards banquet to be held this Wednesday evening, October 18.

The flight assist occurred this summer, and involved a *Cessna 172* piloted by two women school teachers. Flying in mountainous country north of Anchorage, they were attempting to return to Farewell Airport on their flight from McGrath to Anchorage because of deteriorating weather conditions.

They were on the wrong side of a mountain range, heading in the wrong direction, and their radio calls to Farewell were unanswered.

However, John Scukanec heard the aircraft calls from the Skwentna radio north of Anchorage, which is operated remotely by Anchorage. Had they been on the other side of the mountain range, he wouldn't have been abe to receive their calls. He checked with the Farewell FSS. They weren't receiving the aircraft.

After some coaxing, Scukanec got the ladies turned around and headed toward Anchorage. He helped them navigate by pointing out lakes, bends in rivers, and mountain configurations along their path of flight.

The flight ended happily at Merrill Field in Anchorage. The grateful teachers gave John Scukanec straight A's in Alaskan geography.

List Compiled

ATLANTIC CITY—An extensive bibliography on collision avoidance has been compiled by Dorothy Bulford, reference librarian at the National Aviation Facilities Experimental Center, has proved to be quite popular both in and out of the agency.

For this effort and for compiling several reading lists on other topics, plus doing an outstanding job in other respects, Miss Bulford recently received a sustained superior performance award.

Big Mouth

A 16,000-pound portable/mobile VOR test unit of the Southwest Region is loaded aboard an Air Force C-133 transport at Carswell AFB, Fort Worth, for emergency airlift to Wake Island. The unit is substituting on Wake in providing VHF navaids for aircraft approaches and departures until the permanent facility, which was damaged in Typhoon Sarah, is restored.

Green Means 'Go'

Jim Welsh, FAA's air traffic control representative in Lawton, Okla., explains the operation of a light gun to CAP cadets Diane Alexander, Mike Kotch and Ralph Perry, while they were touring the facility recently.

Son of EMT Honored In Albuquerque

ALBUQUERQUE, N.M.—A flag pole and memorial plaque were dedicated recently at the Newman Center of the University of New Mexico in tribute to the late Stephen K. Jennings, a Vietnam casualty.

Jennings, a Marine Corps lance corporal, was the son of Clarence C. Jennings, an electronics maintenance technician at the Airway Facilities Sector of the Center here, and Mrs. Jennings.

Young Jennings, while attending the university and later in private employment, was an active worker at the Newman Center, a Catholic service organization for students.

Helping Hand

Lee Nimmer (left), pilot weather briefer at Green Bay, Wis., FSS, tells St. Norbert College ROTC cadets Bill Rawlsky and Bill Ahern that their flight that day should be CAVU—ceiling and visibility unlimited. Pilots in the area have high regard for Nimmer's weather briefiing skills. (Green Bay Press-Gazette photo)

Western Vacationers Fly Planes to Alaska

LOS ANGELES — This is no travel ad, but if you want adventure, fun, and excitement on your vacation—fly to Alaska in a light plane.

That's the advice of three agency employees here who flew north recently on separate trips.

The destination of Bill Hoy, air traffic division project officer, was beyond the Arctic Circle. Hoy and his family spent three weeks in Alaska, including the 70 flying hours round trip it took to fly there and visit points of interest.

He noted a considerable difference in Canada's air traffic control system.

"One tower closed down so its lone operator could attend a training class," he said. "Another closed for lunch."

Merle Hottenstein, of the Seattle flight inspection district office, made the summertime trip with three members of his family.

"At Northway, I parked our *Cessna* just outside the Log Cabin Lodge," he said. "A pack of yelping malemute huskies was staked right alongside our plane."

Besides listening to the harmonies of sled dogs, Hottenstein and his family saw gold mines, fish canneries, sourdough cabins, moose, and bear.

Traveling south between Northway and Whitehorse, Hottenstein established radio contact with a northbound light plane. It carried J. Chester Shimp, chief, aircraft management branch in the regional office, and Rupert Herr, former international liaison officer, now retired.

Air traffic advisories issued by the Williams Lake, Canada, tower, are far more informal than those in the U.S., Shimp found as he was approaching the field.

"Another aircraft is preparing to take off," Shimp was warned. "Now the aircraft is on the spot. Now he's lining up. Now he's off like a scared jackrabbit . . . and you're cleared to land straight away."

Shimp and Herr visited Alaska's bustling capital city of Juneau, and traveled the scenic narrow-gauge White Pass and Yukon Railway from Whitehorse to Skagway. They returned home via Kamloops, Spokane, and Lake Tahoe.

Their 6,700-mile trip to Alaska from Los Angeles took only 44 hours and 44 minutes of flying time.

All three planes followed the famous Alcan Highway to the "Land of the Midnight Sun."

And all the flying vacationers agreed: "We want to go back!"

No Kitchen Sink?

Rupert Herr (left) and Chet Shimp had barely enough room for themselves after all this gear and baggage was stowed away on their Alaska-bound plane. Most of it is emergency equipment required by Canadian and Alaskan regulations.

Three Atlantans Pool Their Talents To Build Small Experimental Aircraft

ATLANTA—Four FAAers here and the brother of one have pooled their talents, resources, and spare time to build their own Model 'P' EAA (Experimental Aircraft Assn.) single-place biplane.

Ramon Hubbard, controller, Fulton tower; Everett Ross, procedures specialist, aircraft management branch; James Smith, chief, Fulton tower; Smith's brother, Charles, a sales engineer in private industry; and Leroy Myer, controller, Fulton tower, are building a long-cherished biplane 'from scratch' in the basement of James Smith's home.

In January 1965, these men organized the Dixie Bee Aero Club, obtained plans from EAA and began to assemble materials and parts. Working during their spare time, they have now completed about 75 per cent of the sporty biplane.

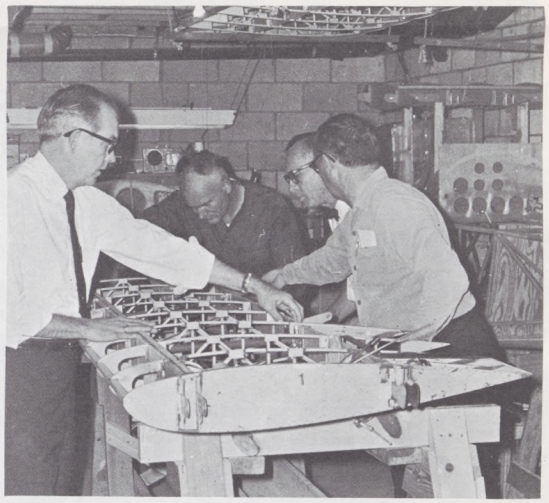
According to James Smith, treasurer of the Dixie Bees and president of Atlanta Chapter 6, EAA, their greatest frustration has been a lack of spare time to devote to the plane. All have full-time careers and homes to look after. For this reason, no definite roll-out or flight test dates have been firmly set. They are all dedicated to the idea that, regardless of how long it takes, no corners will be cut or expense spared to produce a first-class airworthy aircraft.

Every aspect of construction conforms to rigid FAA airworthiness specifications, and each step of fabrication is being closely checked by James Murdock, FAA engineering and manufacturing inspector of the region's Flight Standards division.

The group estimates the basic cost of the plane, exclusive of labor, will be about $3,000. By pooling their talents, all the work, except welding, is being done without outside help.

The airplane will be powered by a 125-horsepower Lycoming engine. The exterior will be covered with long-life Dacron fabric, which has a service expectancy in excess of 15 years. It will be equipped with an airspeed indicator, altimeter, compass, and all other necessary engine instruments and gauges.

Although the group has not yet selected their test pilot, Everett Ross, president of the Dixie Bee Aero Club, speculates that he and Jim Smith will probably toss a coin to see who will make that all-important test hop.



Biplane Builders

Hard at work on a wing section of their EAA Model 'P' biplane are (left to right) Ramon Hubbard, controller; Everett Ross, procedures specialist; Charles Smith, a sales engineer, and James Smith, Fulton tower chief. They hope to have the aircraft ready to fly next summer.

Airport Experts Get Certificates

ISHPEMING, Mich. — William C. Knoepfle, chief of the Airports Div. here, and James F. Popp, Lansing, Mich., Airport District Office chief, were awarded certificates of appreciation at the 15th Annual Conference of the Michigan Association of Airport Managers held here recently. Knoepfle and Popp were cited for their long, willing, and diligent service to the association and its membership.

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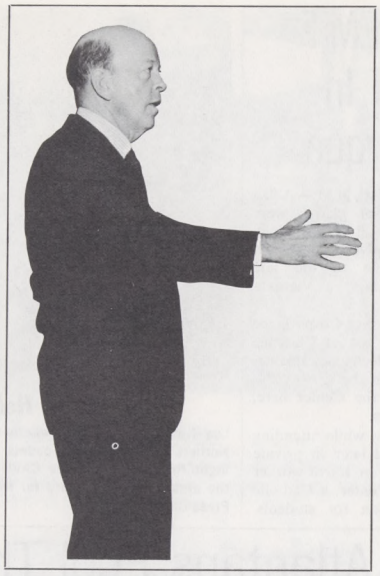


"I HONOR YOUR ACHIEVEMENT"

. . . Administrator McKee

The following remarks were prepared for delivery by FAA Administrator William F. McKee at the Air Traffic Controllers Association Convention in Minneapolis October 2nd. The convention's theme was 'Collision Avoidance.'

I have come here tonight to tell you four things.

I am personally aware of the hard work you are doing.

I, and all members of my staff, deeply appreciate this work and the extra effort you are making.

I am determined to know more about the conditions under which you work. And, finally, I am determined to do whatever is necessary to improve these conditions.

We don't have enough controllers. The reasons for this are many. The first and all important reason, of course, is the unanticipated tremendous growth in operations. The recent sudden expansion of air travel has far exceeded the projections made by our planners and by the planners in industry. There is a wide gap between the forecasts made several years ago and the realities of air travel as we know them today.

This insufficiency has meant many of you men at the consoles have had to work overtime. It has meant many of you gave up vacations. Many of you had to cut weekends short and some had to come back on short notice during off hours. These contributions of yours demonstrated a tremendous sense of duty and you have shown loyalty, dedication and self sacrifice. And because of your hard work and dedication, air safety has been maintained.

I honor your achievement.

We have set about to correct these situations. We are hiring more controllers now.

We started last spring to bring in 648 new controllers and we are getting them.

We are now awaiting Congressional approval of a new request by President Johnson. If the Congress adopts his proposed amendment, we shall be hiring an additional 800 controllers. This total of 1,448 new men should help our current situation.

We are also looking beyond the present dilemma. The growth in aviation will not diminish. It will be increasing at a great tempo. We have, therefore, spent the past summer reassessing our plans. We shall, consequently, be ready to meet the needs of the future.

But let me be honest. The newcomers will not be arriving fast enough to bring about instant improvement. There will be a need yet for overtime. There will be a need for some six day weeks—a need for sacrifice.

We in FAA, however, shall be taking action to lessen the pressure. We want to get you out of the paper shuffling business where possible. We want to reduce data collection, studies, and keeping score. And if you put in overtime or are on standby, we are determined that you shall be paid for it, even if we must seek new legislation to do it.

We have also ordered that watch schedules be set up solely in accordance with operational needs—without regard to the economic considerations of various pay differentials. And we have required more realism in Holiday staffing.

Automated Future

We are also moving along with our automated equipment. We have installed the new high-speed IBM 9020 computer in the Cleveland Center. This huge black box can make up to 200,000 calculations a second and can process about 500 flight plans an hour—and this latter capability can be expanded to keep pace with traffic increases. The 9020 is the key component in the NAS system.

We have also completed installation of all automated equipment at the Jacksonville Center, and we expect it will be fully operational next year.

Our early experiences with the NAS system have been promising. We have found unexpected dividends. We have been impressed by the way the Atlanta controllers have become computer specialists. They have—by innovating and improving—shown us ways of re-programming and modifying the system so that it provides better services.

We are hopeful additional improvements will be forthcoming as more and more controllers are trained in automation. Our present plan calls for us to give lengthy, formal training to some 700 controllers. They will in turn serve as key men and instructors for the remainder. In all, 6,000 controllers will be given varying degrees and amounts of training in the operation of this automated equipment. We want a fully trained cadre on hand when all our centers become fully automated—sometime in late '72.

Let me here thank you officers of the Air Traffic Control Association for your offer to help in this training effort. We shall need your assistance. We shall be working with you.

Controller Classification

I want to mention the current Civil Service study of controller classification and how it came about.

We had a difficult situation at O'Hare. We were—for a variety of reasons—finding it difficult to hold qualified controllers—and just as difficult to bring new controllers in. O'Hare is a busy tower—very busy. So much so, that it generates enough traffic on the mid-watch to qualify for level 3. We asked the Civil Service Commission to look into the situation and see what it could do. As a result of this study, journeymen controllers at O'Hare were given a three-step increase.

These increases were needed and deserved. I am aware, however, that this action has caused some resentment in other areas. But the fact is, the O'Hare tower required special action.

I also want to point out that this preliminary study at O'Hare helped to bring about the present Civil Service study.

This study of controllers' classification and qualifications standards is most important. We support it all the way. The Commission has assigned one of their best specialists to the project. Our two representatives are Glenn Tigner, of the Air Traffic Service, and Joe Allen, of P and T—both able men. The Commission team has already visited three centers and four towers. Others are on the schedule.

This study is making progress. It appears now that the first tentative draft of the new or revised ATC standards will be available in a few months. We shall be seeking your suggestions, comments and questions on them.

You controllers are the subject of other studies—our annual physical and mental examinations.

We have learned from testing we have done already that controllers—as a group—are superior physically and mentally. Given this fact, this annual examination is to your advantage. The vast majority of you had no difficulty with these tests. In the few cases where problems were found, corrective actions were instituted. These few problems we did find—had they continued unnoticed—could have meant later deterioration. The physical and mental examinations are, consequently, salvaging far more jobs than they are jeopardizing.

I emphasize again that these examinations do not unearth anything that is not there. Ninety-nine and several hundredths per cent of you, consequently, need not give these tests a second thought. And if they do uncover medical conditions, it is much better for everybody concerned—yourself, your fellow workers on the watch, the air traveler—everybody. I know of very few groups who carry so much immediate responsibility as

On Scope

"I want to know more about your work," says Administrator McKee (left) as he and Kenneth W. Hollinger, Minneapolis Center chief, observe radar operation by air traffic control specialists during a tour of the Minneapolis ARTC Center.

Controller of the Year

T/Sgt. Jerry D. Spencer (left), USAF, at the time covered by the award a watch supervisor (GCA) at Naha AFB, Okinawa, receives the medal from Archie League, director of Air Traffic Service center). Ralph Grayson, ATCA president, looks on. T/Sgt. Spencer is now on duty in Florida.

Facility of the Year Award

R. M. Lemmer (left) chief of the Burbank tower, receives the Earl F. Ward Facility of the Year Memorial Award on behalf of his tower personnel from Archie League.

Social Hour

George W. Kriske, Washington air traffic representative (left), talks with L. E. McCabe, Minnesota commissioner of aeronautics (right), during ATCA Convention banquet.

you for the safety of others. On you do we depend completely. It is imperative, therefore, that you be in first class shape.

I also want to point out the data from these examinations will show us what effect your job has on your health and well being over the years. This information will be needed to support any future recommendations for special retirement provisions.

Collision Avoidance

This responsibility of the controller brings me to the theme of your convention—collision avoidance.

The development of the methods to improve our techniques of separating aircraft has the highest priority of FAA headquarters. Early this spring, we set up a special task force to pull together and evaluate new approaches to insuring better separation—better approaches to collision avoidance. That group has come up with a number of projects and they are now being further advanced.

The first and biggest need in minimizing this hazard is information. FAA now collects, collates and analyzes all near-miss reports. We are looking for clues — we are looking for patterns. But we need more data. I have, consequently, begun work on a program that will grant pilots and controllers immunity in the reporting of near-misses. This should begin about the first of the year. We want to learn why these near-misses happen. We want to know how often they happen. We want to know where they happen and when they happen. We want to know everything about them. The first requisite at arriving at a fix is knowledge. We want all we can get.

I know that your interest in collision avoidance will go beyond this convention. I hope that it will be a matter of much discussion in your local chapters—and in your journal. And I further hope—and ask—that the results of these discussions will come to me. You men here tonight—together with your colleagues who are back home on the boards—are the most knowledgeable and the best authorities on this matter of improving our air traffic control system and I want to know what you think. I want your suggestions and ideas. There are many ways of reaching us—through your association—through the copcom meeting—through our suggestion program. And if you think you have a good idea for improving our system and none of the above channels seem right, then put in a letter and send it to me—McKee—Federal Aviation Administration, Washington, D.C.

New Communications

I am determined to improve this whole business of communication. There are some 43,000 of our employees scattered around the world. Between them and our central headquarters are often vast stretches of space. Between them and us are often long intervals of time. In view of this separation, it must be the function of managers, at all levels to serve as means of communications. We are interested in statistics, facts, and data certainly, but our basic tools are human beings. I want to be certain, therefore, that all managers are familiar with the people in their organization—that they know them—that they are always very much aware of them—of what they are doing and what they are thinking. And I want to make it very, very clear that I expect the resulting knowledge to be passed on up.

To improve these communications between you and me, I have brought Joe Tippets back to Washington. There may still be a couple of you newcomers Joe doesn't know by your first name. But give him a couple of weeks and he'll be around visiting with you to learn more about your problems.

We shall also be trying new techniques. We've opened up a page in *Horizons (see page 8)* for questions you have on management, personnel or training. If you're uncertain or dont know the answer to problems in these areas, send a letter to *Horizons*. Joe T. will give you a straight and honest answer. Equally important, you can be sure if we start getting a number of letters all concerned with the same question, the problem is going to be solved—and solved very promptly.

I hope this new column will serve as a complementary approach to your unsatisfactory conditions reports. Since this program began in the spring of '65, Air Traffic Service has received over 815 reports. We found about half of these were, in fact, unsatisfactory and needed correction. This is a high average and speaks well for both you and the program.

The Fundamentals

I can explain the importance of this business of communications by getting right down to fundamentals. My most important responsibility is administering the airspace—controlling airplanes. Yet neither I nor any of our staff in Washington ever vectors an aircraft or assigns a flight level. My job is to provide you with the tools and personnel to do these jobs. I am your man in Washington. But I have to know your needs and wants. This is what I mean by communications.

And when I know these needs, I shall act on them for I am very much in your corner. I have, in these past two years, come to know you and to know better the work you do. I admire your skill. Your profession requires rapid decision. Your obligation to move traffic exerts—with the ebb and flow of this traffic—varying pressures. You must operate with exacting standards—alert to the requirements and needs of the aviation public. You must be knowledgeable. You must know airways—minimum altitudes—weather conditions—radar capabilities—separation criteria and on through a hundred other related items. All this requires professionalism in every sense of the word.

I have learned, too, you perform these tasks with tremendous dedication and pride. I have learned you are sincerely concerned with improving and strengthening your skills. I have learned, finally, you all carry within you an unyielding sense of obligation for the safety of those who travel by air. All this is public service in the best tradition. I welcome, consequently, every opportunity to champion your cause.

Heads Up

Out of the 250 happy guests at the ATCA Convention banquet, these diners (the men are employed at Kansas City Center, unless otherwise noted), prepared to hear Gen. McKee's talk (left to right): Mrs. and Mr. William Hiller, crew chief; Lee Knamiller; Mrs. and Mr. Charles Gardner, crew chief; Don Wathen, Minneapolis Center, and Mrs. Wathen; Harold Brown, crew chief, and George Kriske, Washington Air Traffic representative.

Spellbound

Edward C. Marsh, Central Region director, unwinds a tall one to avid listeners at the ATCA Convention banquet (left to right): Lyle K. Brown, Minneapolis area manager; Dr. P. V. Siegel, federal air surgeon, and L. E. McCabe, commissioner of aeronautics for Minnesota.

'FAA Story' Told To New HQ Employees

By Thom Hook

WASHINGTON—Some 30 new FAA employees proved good listeners when a group of highly experienced veteran executives lectured last month at Headquarters here, on major areas of agency activity.

The program, prepared by Mrs. Nell Thomas, of Headquarters Operations, utilized almost two score FAA executives. Each of them told of the work done within his area of responsibility in about a half-hour.

Slides, films and the blackboard were used to get the story across. Just when a surfeit of 'tables of organization' was reached, the program would feature a full day visit at Dulles International Airport and the nearby Washington ARTC Center, at Leesburg, Va., or a flight to the National Aviation Facilities Experimental Center (NAFEC), at Atlantic City, N.J.

"About four such group orientations are set up each year," says Mrs. Thomas. "Whenever we have new military men aboard or enough new people who will be contacting other branches and divisions in doing their technical area work, we schedule two-weeks of concentrated exposure to key people."

Without such orientation, it might take several years to get an equivalent overview of the FAA operation. With military personnel, their short tours of duty could end before they could grasp the entire picture, according to Mrs. Thomas, so the jam-packed program has proved most valuable to all participants.

Employees From Far Off Lands

The participants represented a wide range of jobs, besides five U.S. Air Force officers. They included a lady accountant and men holding positions as contract specialists, auditors, aerospace engineers, budget analysts, general engineers, systems analysts, and a medical officer.

The average participant had been with FAA about three months. Exceptions were Stanley Meese, of Audit Standards, who has been with the agency six years and has just come here from the Alaskan Region, and Major Frank W. Musgrove, USAF, who reported for orientation on his first day of duty at FAA, following a tour in Vietnam.

Film Kicks Off Program

A motion picture titled 'Flight' launched the orientation. It followed a typical coast-to-coast jet airliner flight, and tied together the many unseen people on the ground responsible for the safety of Susan Kent, a charming little girl, and 120 other passengers. Another passenger, an FAA air traffic specialist traveling on business, explains to his seat companion about the center-to-center handoffs and radar surveillance of the plane they are riding in. Meanwhile, up front, an FAA inspector is checking on the performance of the flight crew, one of every 500 flights being spot-checked as a safety precaution. The roles of 12,000 controllers, the inspector up front, and NAFEC scientists many miles away who help guarantee aircraft safety, all help blonde, blue-eyed Susan Kent arrive safely — and the orientation group viewing the film got the FAA mission of 'Safety.'

After a brief welcome by James T. Murphy, one-time FBI man and now manager of Headquarters Operations, Joseph H. Tippets alternately educated and entertained the group by making a table of organization chart come to life. Big 'Joe T', recently arrived from his former post as Western Region director, has a twinkle in his eye, and looks like the type of executive who could survive an Alaskan air crash and stumble back all in one piece some 30 days after—which he did. As newly appointed Director of Personnel and Training, Tippets told of the advantages of the dynamic FAA career development system, whereby specialists in one area are moved into new specialties as a broadening experience and to develop new ways of looking at problems in administration.

Tippets also showed how top management makes decisions and recommendations, based on spending 70 per cent of their time at board and committee meetings, where they keep their fingers on the pulse of what is happening. Among these meetings are those of the Agency Review Board, the Executive Personnel Board, the Regulatory Council, and the Executive Committee.

Tour Dulles and Leesburg Center

Weather was sunny for the bus trip over the rolling Virginia countryside to Dulles International. Arven H. Saunders, director of the Bureau of National Capital Airports, took the group on a mobile lounge trip to explain the new concepts of Dulles. Robert P. Logan then welcomed the orientation people to the DIA tower and showed the new FAAers how air traffic specialists do their job.

After lunch in the Walnut Room at Dulles, the group was bussed a few miles away to Leesburg and the Washington Air Route Traffic Control Center. Joseph Wilson, center chief, showed how a flight progress strip is received for every IFR flight, and how radar teams in a mammoth room hand-off the flight from one sector to the next, making sure there are no conflicts in assigned altitudes. The Center has two large screens at one end of its ice-rink sized, high-ceilinged room, from which all the radar teams can pick off pertinent weather information, data being changed by the minute if necessary.

Computer capabilities of the Univac 1950, which in the future will search for conflicts among IFR flights, were covered, and a lighted map portrayed graphically how the Center covers its 100,000 square mile area. Within the area are 14 air route radar sites, nine radio transmitter sites to talk to aircraft, 11 flight service stations, and some 30 VORTACS or other air navaids.

The next four workday mornings started with Chalmers Frazer, chief of the Air Traffic Service executive staff, on the changing nature of air traffic, a common system for civil and military aircraft, and ended Monday at noon with an address by Joseph D. Blatt, Associate Administrator for Development.

In-between were talks on systems maintenance, flight standards, airport service, general aviation, the regulatory council, international aviation affairs, management services, budget, audit, compliance and security, administration, R&D, aircraft development, installation and materiel and the national airspace system.

ATC Simulation

Edwin L. Shoop, Jr., NAFEC public affairs officer, shows visitors from Hq. simulators which are flown as individual airplanes to generate radar traffic in the study of air traffic control problems. At right is Lt. Col. Fred J. McKnight, USAF, newly reported to work in Flight Standards at Hq. as a flight inspection specialist.

Group Spends Day at NAFEC

A change of pace came in the second week when the group left their homes earlier than usual to report at Hangar Six, Washington National Airport the first thing in the morning. There they met FAA pilots Lou Wittkamp and Buril Barclay, who flew the group via DC-3 on an ideal day via Friendship to Kenton Omni to Millville Omni and into the NAFEC complex, with Atlantic City's famed hotels framed on the horizon the final leg of the trip.

Greeting the group was Edwin L. Shoop, Jr., NAFEC public affairs officer, a jet pilot who has been with the Center since it started in 1958. He led a tour of the complete area and the various ILS systems being evaluated, the automatic weather stations, and new types of towers.

The visitors saw the computer complex used in test and evaluation of automated air traffic control systems. A large screen display for the alpha-numeric system was being put up, on which transponder-equipped aircraft will flash their flight number, altitude and other vital data so the radar operator can concentrate on the 'scope.' Plastic shrimp boats and paper on which such information now must be written manually will be eliminated.

Another NAFEC highlight was a large array of 108 banked simulator devices. Here, specially trained part-time help can simulate flying any type of aircraft. Guiding a light over an actual radio navigation map on Victor airways, these 108 operators become 'pilots' whose flight paths are followed on radar by air traffic specialists brought in for the study. Thus, problems of increased traffic in a sector can be worked out time and again. If a bad situation arises — unlike the real thing—a button can be pushed and all is halted in place. Steps then can be retraced to find out what went wrong or what procedures would have eliminated the problem.

Also seen were NAFEC's full-size DC-8 fuselage, for testing evacuation problems; gun-like pipes which propel objects into windshields to test their ability to withstand bird strikes; a large hoist for drop-testing fuel tanks; and sites for testing jelled fuels, evaluating the burning qualities of standard materials and measuring any toxic fumes resulting.

Jack G. Webb, NAFEC director, gave the visitors a talk on the staff and how the service mission of R&D, test and evaluation, is carried out.

More Areas Covered

The last two days of orientation covered noise abatement, aviation medicine, the general counsel, appraisal, headquarters operations, plans, congressional liaison and supersonic transport.

Sideline visits at Headquarters included a look at the helipad on the roof, where a new antenna was being installed for more direct communication with disaster areas, such as Wake Island and Alaska most recently as well as with aircraft.

The Management Information Center, the Administrator's conference room, and the Telecomroom—where a number of participants can hold conferences by wire or radio with the field, proved of high interest. In the information center, some 40 charts are maintained so that top management will have vital statistics and can spot trends simply by consulting the charts, which broadly are organized under special interest, environment, resources, and safety.

Administrator Asks for Integrity

Administrator William F. McKee stressed the importance of personal integrity to the group.

"Your word is your bond, and you must act with complete integrity," he said. "If you run into problems, go talk to the man rather than write bad letters or memorandums.

"Make your decisions on the basis of 200 million stock holders, and you'll have a rewarding career with FAA," General McKee concluded.

Runway 26

Pilot Buril Barclay, chief of domestic coordination and the agency's science information officer, recently touched-down at the National Aviation Facilities Experimental Center with a plane load of new FAA Hq. employees for a day's tour. At left is NAFEC's new hangar and aircraft operations building. Atlantic City is 12 miles east.

Swinging Lensman

Some people go 'way out' doing their jobs, but Robert Lewis, Southern Region staff photographer goes 'way up' to get the perfect angle. Lewis was dispatched to the scene of a recent aircraft accident near Hendersonville, N.C., to photograph the wreckage. Loaded with three cameras, he climbed into a boatswain's seat and was hoisted sixty feet into the air to get his picture of the mockup reconstruction.

History at a Glance

Wink FSS Mirrors the Growth of Aviation

WINK, Tex.—Some old snapshots taken a quarter-century ago mirror the growth of technology that matches the expansion of the entire aviation industry.

The giant strides are obvious, if you compare the Wink FSS shack of early World War II days with the spankingly modern building now serving the area.

The pictures came to light through Paul Lanman, now Dallas FSS chief, who got them from photographer A. C. Hecht, a specialist in the Abilene, Tex., FSS and also a pioneer at Wink.

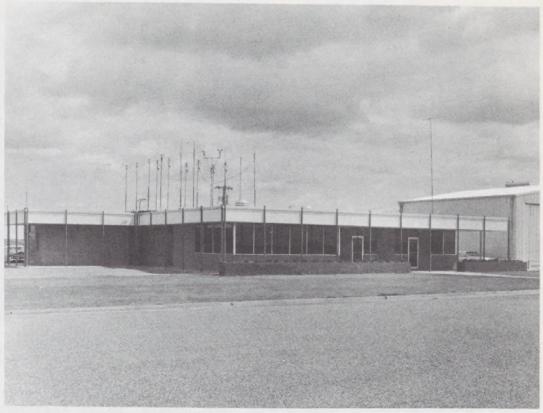
Lanman, then Wink FSS chief, recalls that the old 14 by 18 foot room "never saw a live pilot for days on end, and we never dressed for company even when someone *did* drop in."

Of the men who worked Wink FSS then, Howard R. Nunn is still with Lanman, as a supervisor; J. R. Shadden is FSS chief at Houston FSS; L. C. Turner (in old photo shown far right, this page) is retired, and Archie Smith is a facility liaison officer at Jacksonville Center.

At this sparsely populated site, the snapshots show the FSS working out of a shack that today could only house an attendant at a parking lot.

Inside, electronic gear reminiscent of Atwater Kent, an ancient typewriter, uncomfortable swayback chairs, and a huge old-fashioned wall clock crowd the close quarters. Outside, the roof is barely large enough to display the station's four-letter word identification, WINK. The beacon for El Paso-Fort Worth airway rises mute like a steel skeleton close by.

The shack still stands, but has long since passed into the hands of a nearby college for use as its field house at Winkler County Airport.



Wink Now and Then

(Above) The modern terminal building housing the Wink, Texas FSS and the airways facilities subsector office now employs 11 FAA workers, and controls both Fort Stockton and Pecos remote outlets. (Right) The Wink FSS in 1942, also at Winkler County Airport, with L. C. Turner in his evening watch 'uniform.' Wink is 150 miles east of El Paso and provided 46,617 services last year.

Jet Mock-up

John Vogel, (center) Southern Region chief of engineering and manufacturing, accepts Lockheed's formal application for full FAA Type Certification of the L-500 'Galaxy' (see mock-up in background) from Lloyd Frisbee, Lockheed-Georgia's chief engineer. Frisbee holds a 4-inch-thick volume describing and illustrating the flying colossus. Witnessing are William McKee, (extreme left), Lockheed's FAA engineering coordinator and no kin to the Administrator; Gordon Becker, (2nd from right), chief, Flight Standards; and Herbert Slaughter, Flight Standards Service, Washington.

Alaska's Lady Janitor Helps Rescue Pro Pilot

McGRATH, Alaska — It isn't often that a 'janitress' gets a chance to make a flight assist. But Mrs. Margaret Mespelt, who works at the McGrath FSS in Alaska, had *her* chance recently.

The aircraft, a single-engine four-place *Maule* was low on fuel on a flight from Nome to McGrath and had landed on a ridge in mountainous country 200 miles northwest of Anchorage.

A passenger on a Northern Consolidated Airlines flight had spied the downed aircraft six days later, but failed to mention it to the pilot. In a conversation with Mrs. Mespelt, who works as a lady janitor at the McGrath FSS, he casually mentioned that he had seen an aircraft on a strip where he had never seen one before.

"What color was it?" asked Mrs. Mespelt.

"White and yellow," he answered.

Working around the FSS, Mrs. Mespelt was aware that a six-day search for the missing *Maule* had proved fruitless. She gave this information to a traffic control specialist. An aircraft was vectored to the spot, which turned out to be considerably off the *Maule's* intended flight path.

A bearded Bill Hately and his weary wife were very happy to be rescued. Though uninjured, they were a little bit tired of eating berries and fish for six days.

Mrs. Mespelt's knowledge of the terrain around McGrath was instrumental in locating the downed aircraft. A widow, she had panned for gold with her late husband in the nearby hills and creeks since 1929.

"I Helped Find Him"

Billy Hately (left) pilots a twin Otter for Northern Consolidated Airlines. He talks here with Mrs. Margaret Mespelt, FAA lady janitor at McGrath FSS, who was responsible for his rescue recently in a small aircraft.

Ottumwa Antique Aircraft Show Seen by Thousands at Iowa Fly-in

OTTUMA, Iowa — Antique aircraft held the spotlight at the 14th Annual Antique Aircraft Association Fly-In held here recently at Ottuma Industrial Airport.

Some 100,000 persons turned out to view the antique aircraft on display, and to watch events ranging from daring aerobatics to 'buddy hops,' 'photo hops,' meetings, social activities, and various exhibits.

With 1,100 aircraft on the ground during the show, the airport was literally filled to capacity. As an added attraction this year, Ann Pellegreno, recently returned from her round-the-world flight, appeared with her 1930 *Lockheed 10*—the same type aircraft Amelia Earhart flew in 1937.

Through the cooperation of all participants and FAA personnel, this year's event proved to be the safest yet, in spite of the record numbers. Roger J. Dessert and his flight service crew handled nearly 4,000 operations during the show, including radio contacts, airport advisories, pilot briefings and flight plans. Handling the workload in the shifts were Otis Bowling, Walter Burgin, George Russell Edwards, Don Gabel, Jerry Fisk, Richard Terry, Don Rupe, and Edward Swanson, all flight service specialists.

On hand to see that activities went smoothly and safely were representatives from the Des Moines GADO. Led by Jean Ostiguy, supervisory inspector, the crew included Robert Baker, Kenneth Warner, Clyde Martineau, Everett Farnham, Joseph Harrington, and Karsten Egge. Also assisting where needed were Ray Cullerton, air traffic representative from the Chicago Center, and Gib Best, maintenance supervisor, and Herg Erricks, electronic technician, from the airway facilities subsector here.

Attracting considerable attention and interest was the FAA Boeing 727 exhibit, which demonstrates how the FAA cooperates with manufacturers in development of safe aircraft structures prior to certification. Ed Dubay, from the Central Region office in Kansas City, took care of setting it up, dismantling it and overseeing the two-ton exhibit. Keith Burt, of the Kansas City Area Office, was on hand to answer questions about the exhibit and the FAA, in general.

Pilots heaped praise on FAA personnel for the excellent services rendered and a job well done.

Beulah Hits Texas

(Continued from pg. 1)

in supplies of food and water. Norman Cox, airway facilities chief, and his technicians secured the equipment, using plastic sheets for protection against rain water. Ross joined his amateur radio station W5KR with four others in Brownsville to augment communications to other parts of the state.

"The technicians were Johnnies-on-the-spot," Ross said. "As the storm passed they were out in 50-60 knot winds, wading through water and repairing teletype lines." Back on the job the next day, the controllers found little damage to equipment, all of which had been secured by the technicians against Beulah.

For McAllen and many smaller communities along the Rio Grande, this was just the first round with nature's fury. These border towns received a jarring one-two punch. The biggest floods in the history of the Rio Grande came the following week, bring console-high water through the flight service station at McAllen and forcing the abandonment of the tower.

W. R. Pharr, chief of the McAllen tower, called the FAA men there 'dedicated.' With the flight service station out and the runways underwater, the facilities were abandoned until 6 a.m. the next day. "None of the men missed work," he said. "Some got rides to work with Civil Defense officials in high-wheeled jeeps and amphibious vehicles. Maintenance men waded in waist-deep water to the VOR site to get the facility operational."

Rain Was Blowing Sideways

Next FAA facility to feel Beulah's wrath was the Alice FSS. With three men short due to temporary assignments, Alice specialists worked overtime and never missed a weather report. Chief J. G. Manuel and his men were battered by 97 mph winds and at least three tornadoes, but stayed on the air. When an AP correspondent called to ask how much it had rained, one of the specialists replied, "I can't tell you because it won't fall in the gauge; it is all blowing horizontally." Fifteen inches managed to make the official gauge, but unofficially more than 21 inches were recorded.

While Beulah passed to the west, winds were clocked at 110 miles-an-hour in downtown Corpus Christi and at 86 mph at the airport, bringing heavy rains and flooding the runways. Chief Elmo McNeill secured the TRACON/Tower and sent his men home until the next morning as Sector Chief Bob Ryman re-checked the secured navaids. Ryman then started home, across the Corpus Christi Bay, and found the causeway underwater and closed. It took him several hours of driving on farm roads in blinding rain to circle the bay to get to his home.

Tornadoes Plus Heavy Rains

Winds at the same time were whipping Palacios, farther to the north along the Gulf, at 60 knots, and the commercial power stopped in the flight service station. Specialist R. A. Porter stepped outside to check for trouble and landed on the edge of a tornado—one of several that touched down in the area with fatal results. Despite the tornadoes which ripped out 2½ miles of commercial power lines and a half mile of telephone lines, the Palacios station stayed on the air with emergency power. Chief F. A. Griffin said the biggest trouble was with heavy rains which hampered maintenance of navaids. Technician Louie Locklar took all morning to travel the familiar route from his home to the Victoria VOR because of high water.

Texans breathed easier when Beulah turned into Mexico and died in the mountains, but it was only a brief breather as torrential rains of as much as 30 inches fell into the watersheds of the Rio Grande and its tributaries. Mountains of water had to find their way to the Gulf and the initial flooding that accompanied Beulah was soon followed by the highest waters ever recorded rushing down the Rio Grande and through ruptured flood control dikes into McAllen, Harlingen and the other towns in Texas and Mexico.

Disaster Plan Is Big Help

Air Force, Army and Coast Guard helicopters started evacuation of stranded persons on both sides of the border. At Camargo, the Mexican town across from Rio Grande City, 7000 refugees were airlifted to Texas centers for food and clothing. McAllen's Tower Chief Pharr, whose men were relaying emergency messages for evacuation, said, "This proved to us the value of a disaster plan. Rescue work really got into high gear, and the international border and nationality were no barriers to persons in distress."

More than 30 helicopters went into action the first day, flying from Harlingen Industrial Airpark. As flood waters rose from the Rio Grande in McAllen's second flooding, the airport was under several feet of water. On the morning of Sept. 26, Pharr and McAllen FSS Chief E. C. Long made a trip to the tower and station in a boat to check equipment and move portable items to higher locations. Water reached five feet seven inches in the station and six feet three inches in the tower.

Monitor Emergency Flights

That afternoon tower operations were established at Moore Air Base at nearby Mission, from an unused tower structure. They monitored the emergency flights into the area and coordinated the helicopter flight activities that continued as Harlingen was flooded and partial evacuation was necessary. Airway Facilities teams, poised throughout the storm and flooding at San Antonio, were able to set up temporary navaids and start a survey of work necessary to get permanent installations back in operation.

McAllen tower was again operational Sept. 30, but the field was expected to remain closed for several days. Flight service specialists were able to return over the weekend and had their equipment operational Oct. 2.

The warm Texas sun is again shining in South Texas, and everything will return to normal as soon as the 'digging out' can be accomplished. McAllen FAA employees were the victims of the one-two punch that flooded their personal property twice, but they are proud they were able to come back with both professional and personal pride in facing up to disaster.

Beulah, the most destructive hurricane of the century, will be remembered for a long time.

Commended

D. D. Thomas, Deputy Administrator, receives "The Chairman's Commendation" from Harold Russell, Chairman of the President's Committee on Employment of the Handicapped. The FAA was the first Federal agency to initiate an awards program recognizing handicapped workers.

ATCA Names Winners

(Continued from pg. 1)

Spencer was cited for making consistently sound decisions; for implementing a shorter GCA pattern for his airport; for public relations as shown in instructional pamphlets he produced, and for editing his squadron's newsletter; for converting an ancient bus into a 'comfort van' for a radar unit; for leadership contributing to his facility's reputation, and for reflecting great credit on the ATC profession and the U. S. Air Force. A native of Greenville, S.C., he is now on duty at McCoy AFB, Fla.

• **Runner-up Controller Scroll Award:** To Donald A. Kerr, St. Louis Tower, Lambert-St. Louis Municipal Airport, St. Louis, Mo. Kerr's citation recognized his outstanding service during an emergency involving assisting a non-IFR rated pilot caught above an overcast to a safe landing; for instructing eleven fellow controllers to qualify as private pilots; for a sustained spirit of cooperation and teamwork, and for bringing great credit to his profession, the agency, and the tower in which he is employed.

• **Award of Merit Citations:** To Archie G. Fincher, Richmond ATC Tower, Byrd Field, Richmond, Va., and the Crew of MAC 37873, respectively for a save and an assist. Fincher was recognized for bringing an aircraft lost and low on fuel to a safe landing in the dark of night and under adverse weather. The Air Force crew, headed by Maj. Carl J. Dykman, was honored for quick response in relaying information from Chicago Center to a light aircraft in serious difficulty, thus exhibiting the hand of fellowship in the aviation community when assistance is needed.

• **Medallion Award for Technical Writing:** To Alexander J. Kulikowski, FAA radar controller at the Miami Center, for his article "En Route Control and Collision Avoidance System," an original and significant contribution to disseminate air traffic control knowledge.

Earlier during the national meeting of ATCA, whose membership includes more than half of the U.S. controllers employed by the agency, many military controllers, pilots and aviation executives, a keynote address was delivered by Administrator William F. McKee. For complete text of the speech prepared for the occasion, with pictures of recipients of the awards, see pages 4 and 5 of this issue of *Horizons*.

STOL-ing The Show

A funny thing happened to Oscar Bakke on his way to Washington. At the farewell dinner in his honor, before he left Eastern Region to become Associate Administrator for Plans, Bakke was presented a model of a STOL landing strip, by mustachioed Charles Leedham, of the N.Y.C. Dept. of Marine and Aviation. It was Leedham's department that finally agreed to last fall's 'Metro Air Support '66,' the two-day exercise demonstrating the feasibility of STOL operations.

Tech Writer

Al Kulikowski, FAA radar controller at the Miami Center, displays the Medallion Award and Certificate he received for technical writing at the ATCA Convention in St. Paul.

Direct Line!

This is your direct line to the top! Your questions will get answers! Of course, employees are encouraged to discuss questions or problems with their supervisors or their local personnel office, but for those FAAers who do not have ready access to a personnel office, this column will give them an opportunity to have their questions answered. Write today to Joseph H. Tippets, PT-1, Federal Aviation Administration, 800 Independence Avenue, S.W., Washington, D.C. 20590. General Ground Rules: • All questions must be signed by the employees. • This column should not be used in place of the formal grievance and appeals procedures. • The questions should concern personnel or training policies, programs, and procedures and not be operational or technical in nature.

Question: What is the current status of the Plants and Structures Career Development Program?

Answer: The work on this program is progressing. Two essential elements — the new qualifications standards and the new classification guide for wage board positions in the Plants and Structures field —are nearly completed. The qualification standards will soon be sent to the U.S. Civil Service Commission for approval. Final internal coordination and approval are needed yet for the classification guide. When all necessary approvals are received, an SM/PT team plans to visit each region, probably in November, to explain the program and answer any questions. Full implementation of the new Plants and Structures Career Development Program is expected to be completed during 1968.

Question: Is there a master roster of job openings in which a Civil Service career employee may consult in order to submit a bid?

Answer: There is no single roster of FAA positions available. Each employing jurisdiction advertises its own vacancies within its own boundaries. Sometimes this does not attract a sufficient number of bidders, so the position is then advertised on a Region-wide or an FAA-wide basis. Advertisements are designed to attract enough candidates to allow a supervisor to make a valid choice.

Question: Why doesn't the agency develop at least one type of correspondence course for its secretaries?

Answer: Your idea is a popular one. In fact, three formal suggestions have already been received by our Training Division on the same subject. As soon as all suggestions are evaluated, we will determine if a special correspondence course for secretaries is the most effective and economical means to improve the skills of our secretarial workforce. In the meantime, you may find a secretarial handbook or the FAA Correspondence Handbook (MSP 1360.5B) of considerable educational value.

NOTE: Watch future HORIZONS for answers to questions coming in at press time.