FAA HORIZONS

Read Kaleidoscope '67 Pages 3-6

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For General Aviation Pilots

Periodic Instruction and Flight Checks Considered

WASHINGTON—FAA is considering rule-making action which would require general aviation pilots to take periodic flight instruction or proficiency checks in order to exercise the full privileges of their certificates.

The agency's intentions were stated in an Advance Notice of Proposed Rule Making, inviting the aviation community to participate in the formulation of such requirements. All comments received before April 1, 1968 would be considered by the agency before deciding if a formal Notice of Proposed Rule Making should follow.

FAA presently has no requirement for periodic flight instruction or proficiency checks which are generally applicable to all categories of general aviation pilots.

At the same time the agency announced withdrawal of a Notice of Proposed Rule Making (Notice 67-1) issued last January, which would have established a new "basic pilot" certificate and required more training for private and commercial pilots' certificates.

Also withdrawn was a Notice of Proposed Rule Making (Notice 66-28) issued in August 1966 which would have allowed FAA inspectors and designated examiners to use sampling procedures in conducting flight tests for private and commercial pilot certificates and instrument ratings.

Withdrawal action was based on an analysis of comments received from the aviation community, which "indicated that further study of the proposals is needed before a decision is reached on the subjects treated therein." The agency also pointed out that objectives of the Advance Notice on periodic flight instruction and proficiency checks are "basically related" to objectives of the two proposals being withdrawn.

In issuing the advance notice, FAA stated:

"There is no conclusive proof as to the percentages of general aviation accidents that might have been prevented by periodic instruction, refresher training, or proficiency checking. However, a review of accident records shows that many accidents can be ascribed to deterioration of basic airmanship and skills and to pilots' failure to keep abreast of new developments and operational procedures. In this connection, much work done by the military services shows that, in particular, procedural knowledge and activities are rapidly forgotten with time and non-use."

Comments on the advance notice (Notice 67-56; Docket 8614) should be submitted in duplicate to: Office of General Counsel, FAA, Attention: Rules Docket, GC-24, 800 Independence Avenue, S.W., Washington, D. C. 20590

Washington Center Hits Mark

WASHINGTON — It was "just another one" for the pilot of the Ransome Air, Inc. Twin Beech when he took off from Richmond, Va., Dec. 27, at 7:54 p.m. enroute IFR to Washington National Airport on a regular air taxi shuttle run. But this particular flight was not routine to the Washington ARTC Center—it was their *millionth operation of the year!*

A whopping three years ahead of when anticipated (1970), Washington Center became the fourth center in the nation to hit the million operations mark. The others are: New York, Cleveland, Chicago.

The center area covers 19,650 miles of airways in 100,000 square miles of airspace. It includes the District of Columbia, Maryland, and portions of Pennsylvania, West Virginia, Virginia, North Carolina and South Carolina.

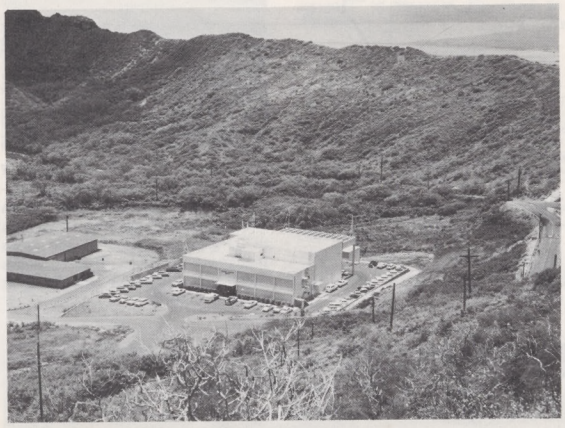
Will the Real N11C . . .

Brand new unpainted Piper "Cherokees' until recently could bear the same temporary registration number, report FAA Inspectors Lew Jones and Frank Casano from Vero Beach, Fla. Now all these "November Eleven Charlies" can no longer be in the air at once, since amendments have been made to Parts 45 and 47 of the FARs. Now a block of numbers is assigned a manufacturer, which can be used over and over—but only one number per plane.

Honolulu Center Is Assigned World's Largest Airspace

HONOLULU—The Air Route Traffic Control Center here, located in Diamond Head Crater, now has control jurisdiction over the largest block of airspace in the world from this 50th State's capital.

In December, FAA in the Pacific Region combined its Wake Island and Honolulu Flight Information Regions (FIRs) into one. Control over the newly combined FIR now is exercised by the Honolulu Center. The turnover was effected smoothly.



Inside Diamond Head

Control over a combined area formerly comprising the Wake Island and Honolulu Flight Information Regions (FIRs) is now exercised by Honolulu ARTC center, located inside this famous extinct volcano crater in the Hawaiian Islands. The expanded area of responsibility equals twice the area of the 48 contiguous states.

Phillip M. Swatek, Pacific Region director, said: "The successful conclusion of this complex project, involving the combined efforts of numerous personnel over a period of time, exemplifies the high level of professional competence and splendid team spirit that our Pacific Region people have always displayed."

An FIR is a defined portion of airspace above the surface of the earth. Within an FIR, a specified control center, by international agreement, exercises air traffic control and flight-following jurisdiction over all flight activities.

The boundaries of the newly-combined FIR extend to the east approximately half-way to the mainland; to the south, five degrees south of the Equator; to the west, approximately half-way between Wake Island and Guam; to the northeast, approximately half-way between Wake and Tokyo, and to a point approximately half-way between Midway and Tokyo; and to the north, 40 degrees north latitude, or a distance of 1,100 miles north of Honolulu.

Overall, the FIR encompasses an area of approximately 8,200,000 square miles, making it the largest FIR under the control of a single ARTCC. It has two times the total area of the 48 contiguous states.

The ARTCC is manned by 120 controllers. Center chief is Jack R. Richards, of Kailua, Oahu. (See map bottom page 7.)

FAA Helps Flying Vets By Approving Courses

WASHINGTON — The large number of veterans wishing to train for civilian flying jobs under the Veterans Pension and Readjustment Assistance Act of 1967 has prompted FAA to provide for approval of additional flight training courses at FAA-certificated pilot schools.

The agency's action, which amends the regulation governing certification of pilot schools (Part 141 of FAR), makes veterans enrolling in certain designated advanced flight training courses eligible for reimbursement by the VA.

Reimbursement for flight training is limited to those courses approved by FAA. The Act further limits flight training assistance to veterans who already hold private pilot certificates or have the equivalent number of flying hours and who intend to make flying their career.

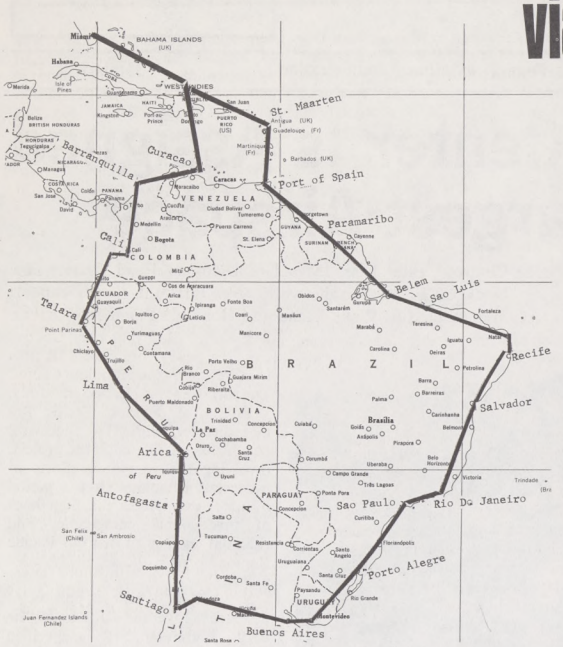
Since the Act's passage, the agency has received numerous requests from flight schools for approval of special courses for additional pilot ratings and proficiency courses in agricultural and specialized helicopter operations. Heretofore, the only FAA-approved courses were those leading to a certificate as a private or commercial pilot, flight instructor or instrument-rated pilot.

FAA now will approve courses for aircraft class and type ratings, and preparation for airline transport pilot certificates, agricultural flying and special operations involving external loads on helicopters.

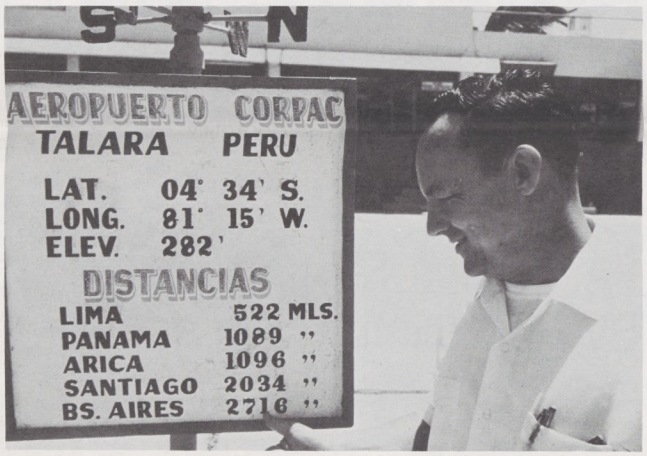
Road To Wake

G. R. LaCaille (left), area manager at Wake Island, was among 1,200 Wake Islanders to greet comedian Bob Hope and actress Raquel Welch and enjoy the troupe's annual Christmas Show. Behind Hope in back is Mrs. Nancy Tara, president of the island Women's Club; behind Miss Welch is Clarence Wilson, acting Pan Am station manager. Hour-and-a-half taped TV show will be on most NBC stations from 8:30-10 p.m. EST Thursday January 18.

AROUND SOUTH AMERICA via small plane



Max Karant, senior vice president of the Aircraft Owners and Pilots Association, as editor of "The AOPA Pilot," is usually behind rather than in front of a camera. He and FAA's Romney E. Pattison, flew to South America to attend an air navigation meeting of ICAO.



Romney Pattison, of the Office of International Affairs at FAA headquarters in Washington, had flown 3,433 miles to reach Talara, Peru, a gas stop on the way to Lima for a night layover. Distance remaining on the way to an ICAO Regional meeting in Buenos Aires exceeds that of a coast-to-coast trip in the United States.

After a hard day's flight on the way home up the east coast of South America, "Pat" Pattison unloads baggage at Sao Paulo for an overnight stay. The Twin Comanche had passed through four hours of thunderstorms on the way north from Buenos Aires. One big advantage of an east coast return trip from Recife north is good prevailing tailwinds.

By Thom Hook

Delegates to the recent Third ICAO South America/South Atlantic air navigation meeting in Buenos Aires, Argentina could fly there one of two ways. They could travel by jet, or by propeller-driven general aviation aircraft.

Eight of the ten delegates elected to jet from New York to the spot chosen for the month-long meeting, in ten hours and forty minutes.

For Romney E. (Pat) Pattison, FAA International Officer and navigator, and Max Karant, representing the International Aircraft Owners and Pilots Association and in whose Piper *Twin Comanche* they decided to fly, the trip down took seven and a half days. Coming back took another seven. The pair's 14½ days' overall flying added up to 12,861 nautical miles—roughly five times the distance coast-to-coast in the United States.

Why did the two elect to go the "slow" way, even though a *Twin Comanche* cruising at 160 knots isn't exactly primitive transportation?

"The primary purpose of the trip was to attend the International Civil Aviation Organization Meeting," explained Pat Pattison. "The secondary purpose—and why we used a private aircraft—was to learn first hand as much as we could about the facilities and services in South America available to general aviation."

ICAO meetings covering different regions get around to each major region every 5 to 10 years to determine the facilities and services required for international aviation in the region. The best way of finding out how easy or how difficult it is for the private pilot to fly in South America is to try it.

The previous South American regional meeting, in 1957, was concerned mainly with airlines. Meanwhile, general aviation was growing fast—it has a tremendous potential, and was to receive considerable attention at the ICAO meeting.

Fly to Jacksonville First

By flying down in Karant's business-type aircraft, the two could tell from personal experience the state of general aviation services from country to country. To find out just how much is needed regarding en route air traffic control, supported by air navigation aids and a rapid voice and message communications system, Pattison and Karant enplaned the first week in September in *Comanche* N13K at Washington National Airport. The 563 mile trip to Jacksonville, Fla. was duck soup, burning an economical 15 gallons an hour for the two humming 160 h.p. Lycoming four cylinder engines.

Their aircraft has the latest short distance navigation and communication aids. However, it was typical of an average modern general aviation twin, in that it lacked high-frequency communication, oxygen and engine superchargers. Thus their experiences would reflect what the average general aviation pilot might encounter, rather than what it would be for the most fully equipped aircraft.

Karant and Pattison stuck to the course they had charted (see map). From Miami, they went southeast past Cuba to South Cacos, West Indies—where some 20 small aircraft now land daily for fuel, on their way to the Virgin Islands or Puerto Rico. The ICAO delegates then flew due south to Curacao, headed westward to Barranquilla, and cut through the valleys of the cloud enshrouded Columbian mountains to Medellin and Cali. From Cali, Columbia, to Talara, Lima and Arica, Peru and on to Antofagasta, Chile, they found that taking a two-month concentrated Spanish speaking course *before* taking the trip would have helped greatly in talking with local airport and tower personnel.

"The high Andes are certainly not for the inexperienced private pilot in the average single-engine American plane," reports Pattison. "Supercharged engines and oxygen for high altitude operation would have been most useful."

Navigation was not a problem, as anticipated. The ICAO delegates found an overlapping non-directional beacon (NDB) coverage, and the number of VORs in operation was surprising. A bit discouraging was the rather common local practice of turning off radio aids for short or extended periods without notice—especially on Sundays. Enroute communications and weather information were especially lacking. Consequently, it was usually a mystery as to what was ahead.

The pair arrived at Santiago after an hour of flying in freezing rain and snow. To fly eastward to Buenos Aires, they had to wait several days while four feet of snow fell over El Cristo pass, at 14,000 feet elevation. The pass had to be open because the plane couldn't overfly the mountains at 22,800 feet.

With the help of Raul Fabre, Piper dealer in Santiago, they finally got the green light to go through El Cristo, when at daybreak the third day he phoned: "The clouds have dissipated, and it's stopped snowing; you'd better go now before it gets turbulent about noon."

The pair in the general aviation twin then made the last 678 mile leg across the continent, flying over a rich, fertile part of central Argentina that looks much like Oklahoma or Kansas. They arrived only half-a-day late for the ICAO meeting, and were able to report their findings in person.

Except for Brazil and Curacao, user charges and custom fees were paid throughout the trip. These were based mostly on commercial aircraft rates. Most general aviation in South America is in the form of aero clubs, operated by the governments, and these are exempt from such charges. Customs charges varied from $3-7; there was an immigation charge of $4, one landing fee for 50 cents, and another (use of lighting facilities) for $15.00! At airports in Peru, they were charged for operations briefing, and before leaving Chile they had to pay $38 for the use of their enroute aids!

"General aviation in South America—especially in Argentina and Brazil—doesn't enjoy the reputation it has in the United States," reports Pattison. "The wide use of the small plane in smuggling and carrying contraband further complicates the problem of effecting an improvement."

"We hope that by airing our first-hand findings before the ICAO group, the picture will change; because the small plane is really the answer to many South American transportation problems," Pattison says.

Kaleidoscope '67

"ka-lei-do-scope = anything that constantly changes, as in color and pattern"—Webster's

WASHINGTON — "Don't look back—something might be gaining on you," says famous baseball pitcher Satchel Paige, in his handy list of maxims for living in a competitive world.

But in a year in which air traffic grew as never before, with FAA employees willingly tackling the problems brought on by that growth, to look back is to be refreshed at strides already made.

We build the future from the past, so let's look at highlights of 1967 before we begin working out the year that promises to be even bigger yet. Here they are:

JANUARY 1967

Contest is launched among employees of FAA, CAB, Dept. of Commerce, St. Lawrence Seaway Corp., Alaska RR, ICC and U. S. Coast Guard to design official DOT Seal . . . Senate confirms nomination of Alan S. Boyd as first Sec'y of Transportation . . . Reps. from Pan Am, CAB, FAA and ESSA meet in Moscow to work on problems associated with flights planned between Moscow and New York . . . Announce special FAA recognition to American communities which make outstanding efforts at beautifying airports.

FEBRUARY

James Ashworth of the FAA Aeronautical Center wins $500 grand prize for triskelion DOT Seal, over 1,275 competitors . . . Substantial pay raises effective mid-month for engineers and scientists, GS-9 through GS-12 . . . Schedule equal opportunity seminars in eight cities by agency managers . . . Deputy Administrator David Thomas describes "noise" as a major problem facing aviation, points out number one requirement in 70s for airports should be for engines 15-20 decibels quieter than today's.

MARCH

"You're on the firing line," the Administrator tells FAA field directors. "You know what can be done and what should be done," he advises, predicting that in the next ten years flying hours will double, tower operations triple, and general aviation will increase to 180,000 aircraft . . . Pilots who flew "Hump" during World War II hold 22nd annual reunion in Louisville, with Robert V. Reynolds, Assistant Administrator for General Aviation Affairs, presiding.

APRIL

On Fun-Fun-Fun Day, Sec'y Boyd officiates at ceremonies introducing his department to the public, involving rocket-propelled men whizzing overhead, an air-cushion vehicle skimming close by and a giant striped balloon soaring high as the Smithsonian Institution hosts the day's festivities . . . Aviation Medical Examiners come from world over to attend conclave in Washington, with Administrator McKee as host . . . Thirty-two towers are reclassified and 320 controllers promoted, as FAA eliminates second and third traffic counts before a tower can be upgraded.

MAY

Handicapped Employee of the Year Award goes to James A. Krueger, who drives a car and pilots aircraft despite having arthritis 32 of his 42 years . . . Two hundred color motion pictures for TV and 5,000 twelve-inch records about FAA are distributed to radio and TV stations nationwide . . . Sec'y of Labor Wirtz notifies Administrator that FAA wins President's Safety Award, competing against Federal agencies with 10,000-75,000 employees.

JUNE

FAA/Industry working group recommends five-year program to convert FSS system to handle tomorrow's air traffic, after months-long study by agency and user groups. By 1972, more than 1,100 airports would be eligible for flight service stations . . . A new employee newspaper called *"Horizons"* begins publication biweekly to keep FAA people better informed . . . Air Line Traffic Association names Administrator McKee "Man of the Year—1967" . . . More than 300 young people are added to FAA rolls as summer hires, with number to reach 1,000 as summer progresses.

JULY

Katharine Stinson, technical assistant in flight standards and past national president of Society of Women Engineers, welcomes 150 members to 17th Annual Meeting of group in Washington . . . "Systems Approach to Management Decision Making" is described to first of 300 executives requesting briefing as agency adopts key new way of managing . . . U.S. Army salutes FAA with "Torchlight Tattoo" at Jefferson Memorial.

AUGUST

Air Traffic Service's new "bible," containing all procedures a specialist must know about his assignment as a tower controller, rolls off presses. More than 23,000 copies go to ATC specialists in FAA and miltary . . . Henry Hubbell is reassigned to become FS chief in Alaska.

SEPTEMBER

Sec'y of Transportation Boyd and Admiistrator McKee join other top Government officials in testifying on airport problems before Senate Aviation Subcommittee. DOT Sec'y advises we are near saturation point in large airports and suggests building more airports near those cities "would relieve congestion by attracting small aircraft to them" . . . Agency issues advisory circular pointing up inherent capabilities and limitations of radar systems and effect on service provided by ATC facilities . . . Employees again dip into pockets to help FAAers on Wake Island, heavily damaged ($1.5 million) by Typhoon Sarah's 160 m.p.h. winds and high seas.

OCTOBER

Addressing ATCA convention in Minneapolis, Administrator tells controllers programs are underway to improve inadequacies brought by tremendous air traffic increase and shortage of air traffic specialists . . . David Thomas, Joe Tippets, Bob Reynolds, George Gary and Archie League address three-day Atlantic City biennial convention of National Association of Air Traffic Specialists.

NOVEMBER

Carlos O. Segarra, Department of the Army CSC "Economy Champion," joins agency in Office of Management Systems. His economies were achieved in data automation improvements . . . Sec'y of Transportation Boyd reports DOT is developing computerized method of predicting aircraft noise exposure at JFK, O'Hare and LAX airports.

DECEMBER

LBJ signs pay bill, with increases averaging 4.5 per cent for GS employees in FAA retroactive to last October 8, with future raises built-in for July 1968 and July 1969 . . . Raymond B. Maloy, assistant administrator for EU Region, is present as world's first supersonic airliner rolls out of Sud Aviation plant in Southern France . . . "Joe T" and 300 volunteer carolers and instrumentalists made headquarters halls ring with the joy of Christmas . . . The Administrator thanks each employee for "loyal support of our agency and its goals" and Mrs. McKee joins in wishing "happiest of New Years" to all.

ALASKAN Region Agrees: It Was a 'Year of Challenge'

ANCHORAGE—FAA employees and their families in the 49th state recall 1967 as a year of challenge, trial, growth, opportunity, success, happiness — and sadness, too. Averaging out the ups and downs, all will agree that it was a year of action that greatly affected all their lives.

JANUARY 1967

Alaska Coastal Airlines' turboprop Grumman *Goose* goes into scheduled airline service, after receiving supplemental type certificate from the agency. This culminates more than a year of planning, installing new engines, "hardware" and flight testing. Robert Stephens, chief of engineering and manufacturing in flight standards, works closely with company engineers on project.

FEBRUARY

It is "standing room only" at the FAA Regional Office in Anchorage in mid-February as flight instructors flock to attend two instructor clinics sponsored by the Air Commerce Division of the State of Alaska. They came from all over Alaska for the three-day seminars conducted by professional instructors from FAA Aeronautical Center, Oklahoma City.

MARCH

More than 300 visitors attend an Equal Employment Opportunity Seminar, the first one in the nation sponsored by a Federal Executive Association. Co-sponsor of the event is the Alaska State Commission for Human Rights. Mrs. Patricia Mayo, Equal Opportunity Officer, serves as Chairman of the Program Committee.

APRIL

"Jet Red One," a new North Pacific track for the mounting air traffic flying between Alaska and Japan is established. Increasing military airlift flights, and international air carrier traffic flying between Europe, the United States, and Southeast Asia make the new track necessary.

MAY

Ground is broken for the new Anchorage ARTC Center. The Center building complex will cost approximately $2,300,000 and is located on the Elmendorf Air Force reservation. More than 100 military and civilian guests turn out for the brief ceremony.

JUNE

The Air Traffic division nominated the Kenai FSS as the outstanding FSS of the year past. "Kenai clearly deserves the distinction of 'outstanding,'" states Herbert H. Stanley, chief of the division, in recommending the FSS for the award.

JULY

The Elmendorf Tower RAPCON is commissioned July 12. This combined facility is one of the most advanced of its type to be found anywhere. The Air Force needed a tower to replace the one destroyed in the 1964 earthquake. "We needed to move the RAPCON from the crowded Anchorage ARTC Center at Elmendorf because of increasing traffic flying the North Pacific," recalls Ray Van Vuren, facility chief.

AUGUST

Two of the agency's top level Regional executives are reassigned within the FAA in August. George M. Gary, becomes director of the Eastern Region. Lyle K. Brown, former manager of the Minneapolis Area Office, succeeds Gary.

Fairbanks, "The Golden Heart City," has a heavy heart in mid-August as it surveys ravages to its homes, downtown area, and business establishments caused by the flood-swollen waters of the normally placid Chena River.

SEPTEMBER

The Aircraft Owners and Pilot Association selects John Scukanec, ATCS, Anchorage FSS, Merrill Field, as the flight service specialist who rendered the most outstanding service to a general aviation pilot during fiscal year 1967. Scukanec receives the AOPA award at the biennial meeting of the National Association of Air Traffic Specialists at Atlantic City, N.J.

Fairbanks dependents were evacuated to Anchorage during August flood. Agency donated $54,000 to help fellow employees in mop-up operation.

OCTOBER

Henry S. Hubbell is named "Flight Instructor of the Year" by the National Association of Flight Instructors. The Association presents an award to Hubbell at the annual AOPA Plantation Party and Industry Exhibit, held in Hollywood, Fla. In a letter to the Director, Raymond Lanham, Association President, praises Hubbell for his "outstanding contribution to the profession of flight instruction in 1967."

NOVEMBER-DECEMBER

Mrs. Lillian Watson "rings off" her 61-year career as telephone operator in the Regional Office. Two days later the 74-year-old Alaskan pioneer lady passes on in her sleep. Her passing is mourned throughout Alaska and the agency. "Hello Girl" Lillian Watson, as she was known to miners along the gold creeks, came north to Dawson in 1907. Her federal career spanned 31 years.

CENTRAL Innovates To Help Air Safety

KANSAS CITY—The year 1967 is now history. But it is not time that makes history. It is the many things that happen during the year, the day-by-day events that become a record for future generations.

Often there is a certain amount of pride and nostalgia when one looks back on the preceding year and past events, and Central Region employees are entitled to this feeling, since 1967 was a year replete with significant accomplishments. Some were more important than others, yet all were aimed toward a common goal—that of making our skies a safer place to fly.

Air traffic operations continued to increase at an unprecedented rate throughout the region. Facilities handled over a half-million more aircraft than in 1966, a sizable increase of some 20 per cent. Each center recorded new daily and monthly traffic records, while the Chicago center—the nation's busiest—handled more than 6,000 aircraft in one day.

A corresponding increase in instrument operations was experienced at terminal facilities in the region. At O'Hare International, the world's busiest airport, where a plane either lands or takes off every 45 seconds, more than 600,000 operations were recorded during the year.

Operations on the Upswing

Although the number of operations continued to soar, safety was of paramount importance. As evidence, the Chicago Center reached the million mark in operations handled without a reported systems error. Both the Indianapolis and Great Falls centers each completed a year without a reported systems error.

Essential to the success of any program are the new ideas that lead to improvements in techniques and methods of getting the job done. Of particular interest was the establishment of a special accident prevention program entitled "This Is Your Life." This is an effort aimed directly at the number one cause of accidents—the pilot. It attempts to identify the accident-prone individual before he becomes a statistic, and then to counsel him on a personal basis. Response to the program has been excellent as, without exception, pilots have been pleasantly surprised to learn that the FAA was interested in them as individuals and was willing to take the time and effort to help.

Dial Weather for Flight Direction

Another innovation was the "Automatic Pilot Weather Briefing Service." This provides for detailed forecasts which are recorded on an area and route basis. A pilot can obtain a weather briefing by dialing the selected telephone number listed for his particular direction of flight. Another experimental effort provided for point-to-point radio for communications between a flight service station and outlying airports. Tests proved this type of communication to be practical. However, the idea was not adopted on a national scale because of a proposed change in criteria for establishment of flight assistance service and foreign exchange circuits. Ground communication circuits will ultimately result in better service to the users.

As an important aid to air traffic control, the Chicago Center was the first ARTCC selected for implementation of the Flight Data Processing (FDP) function as part of the National Airspace System (NAS) Enroute Stage A program. The FDP installation is the first step in the full Stage A operation and provides for automatic processing, transfer, and updating of flight information by a sophisticated computer system. Installation of the system was initiated during the year and is scheduled to be completed in early 1969. Plans are now being developed for similar installation at the Kansas City and Indianapolis centers, with Minneapolis to follow later.

New Tower, Runway for O'Hare

Major projects during the year included construction of a new tower and runway at O'Hare. The presently outmoded control tower at the nation's busiest airport is being replaced with the tallest government-owned tower. Designed by I. M. Pei, the tower structure will rise nearly 200 feet above ground level. Construction of the new tower is scheduled for completion in August 1968.

Runway 27-9, the airport's longest, was completed and placed in operation near the end of the year, considerably increasing the traffic capability of the airport.

A Category II runway lighting system was also installed during the year. This new visual electronic runway approach system of high intensity flashing strobe lights will enable pilots to land with added safety under reduced limits of visibility. In addition, construction was initiated on a new control tower for Lambert Field at St. Louis and Chicago's Pal-Waukee Tower and the Great Falls, Mont. Tower were completed and commissioned.

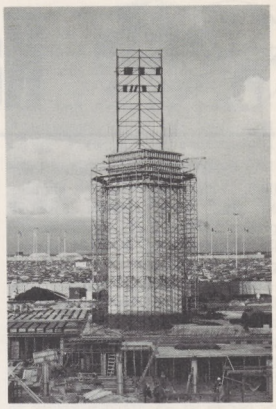
New Message Switching Service

The year also saw work begin on the Aeronautical Fixed Telecommunications Network (AFTN) and Weather Message Switching Center (WMSC) which are planned for installation at Kansas City. The AFTN will be the only one of its kind in the world. It will provide fully automated message switching service now provided by centers at Balboa, Miami, and New York, in addition to replacing a manual relay facility at San Juan, Puerto Rico.

These are just a few of the major projects and accomplishments carried out in the Central Region during the year. Other activities included extensive coordination and planning in connection with a third major airport for the city of Chicago, a second major airport for St. Louis, and Kansas City's Mid-Continent International. Assistance and guidance was given to state aeronautical directors in the region in establishing guidelines for fixed-base operations.

The Central Region is particularly proud of sponsoring an Aviation Explorer Scout Post. This program, undertaken by the Minneapolis Area office, has proved highly successful and attracted widespread interest throughout the agency. The Aviation Explorer program has much to offer our youth of today. It offers young adults the opportunity to become familiar with the FAA and fosters further interest in aviation, aeronautics, and related areas as a vocation or avocation.

The year 1967 was one in which much was accomplished in the Central Region, yet there is much to be done. That is the challenge that lies ahead for our employees, one they look forward to with anticipation.



When completed in August 1968, O'Hare International's new pentagonal-shaped tower will rise approximately 200 feet above the ground.

EASTERN Records Top Year By Handling Most Planes

NEW YORK—This region in the heart of the nation's megalopolis handled 39 per cent of the nation's air traffic in 1967, and was extremely busy handling the burgeoning problems brought on by its role as "gateway to the United States."

New York's three biggest airports —JFK, Newark and LaGuardia— had more traffic than any other such complex in the world. The Eastern Region also managed the heavy traffic of Philadelphia, Baltimore, Wilmington, Niagara and other seaboard airports which serve as terminals for domestic and international flights.

Here are highlights of the twelve months just past:

JANUARY 1967

An Air Traffic Capacity Conference is held at regional headquarters to discuss the New York area's critical airport congestion problems and means of alleviating these problems. . . . A College Career Days program is held throughout the New England states to highlight FAA career opportunities. Eight colleges and universities are visited by Boston Area personnel, who talk to 1,328 students during the duration of the program. . . . The Beacon alphanumerics (BAN) system is introduced into operations at the New York Center, the first application of BAN anywhere in the ATC system.

FEBRUARY

It is announced that a Preferential Runway System will be implemented at Washington National Airport to mitigate the noise problem. . . . A 60-day evaluation of the Computer Aided Approach System (CAAS) starts. . . . The Providence, R.I., Tower is separated from the Quonset RATTC to provide better service to the public. . . . The Newark ASR-4 is successfully remoted to Hangar II at Kennedy Airport for the New York Common IFR Room operation. . . . Soviet delegation spends a week at regional headquarters working on technical details for the New York-Moscow air route.

MARCH

Time Magazine runs a 10-page feature — "New York's Crowded Skies"—made possible through the cooperation and assistance of the Public Affairs Office in arranging for interviews, facility visits, etc. . . . Data systems personnel to be assigned to the Common IFR Room complete six weeks of formal training at St. Paul, Minn. conducted by UNIVAC.

APRIL

The six-man crew of a flight inspection aircraft receive awards for assisting in the rescue of two Danish pilots in northern Labrador. . . . A special *Intercom* is put out supplying up-to-date information on the NAS Program. . . . An ILS is installed at Jamestown, N.Y. . . . Hours of operation of Louisville Bowman tower are reduced from 24 hours to 16.

MAY

An NBC-TV film crew and news reporter Chet Huntley journey to the New York Center to shoot additional scenes for a televised documentary called "The Aviation Revolution." . . . A revised Letter of Agreement between the Boston and New York Centers becomes effective May 22, which will provide improved radar ATC service to North Atlantic traffic. . . . The LaGuardia Airport Runway 22 waveguide glide slope is commissioned, thus achieving minimums of 200 feet and one-half mile.

Soon after reporting as Eastern Region director, George Gary was launched on his television debut. A newscaster and Gary talked about airport congestion at airports and the need for a fourth jetport in New York. The interview was part of an hour-long aviation television documentary.

JUNE

A flight instructor revalidation clinic is held at Penn State University, with 45 instructors in attendance. . . . An Air Transportation Conference is held at New York's Wings Club, whose purpose is "to propose bold new solutions to the air traffic jams of tomorrow." . . . Washington Area Manager Stan Henceroth speaks to 50 West Virginia officials on plans for a Charleston-Huntington jet airport. . . . The Boston Center sets a new peak day traffic count of 3,166 operations on June 15.

JULY

Olmsted AFB is turned over to the State of Pennsylvania on July 1, and control tower operation is assumed by the FAA. . . . The New York Area office completes its workload in connection with the inauguration by Trans Caribbean Airways of service between Dulles Airport and San Juan, Puerto Rico. . . . The contract to purchase the Eidophor large screen radar display for the Common IFR Room is signed. . . . The Columbus, Ohio FSS is selected as the region's Outstanding "FSS of the Year."

AUGUST

A type certificate is issued by flight standards to American Aviation Corp. for its model AA-1 airplane (nee BD-1). . . . Akron CS/T is administratively decombined from Akron-Canton Tower. . . . Air show held at Dulles Airport attracts thousands of visitors. . . . The New York Center handles 128,477 aircraft operations during the month, an all-time high. . . . Pilot briefings at the New York FSS at Long Island MacArthur Airport reach a record 17,180.

SEPTEMBER

A highly successful Aviation Education Day is held for New York City and State officials. Included are formal presentations by FAAers, a tour of the New York Center, a STOL demonstration and a fly-over of all proposed fourth jetport sites. . . . The IBM 9020 computer system is commissioned at the Cleveland Center. . . . Improved facilities for general aviation in the New York area are assumed from the announcement by Pan Am of the signing of 30-year leases to operate Teterboro, N.J. Airport and Republic Airport, Farmingdale, L.I. . . . Administrator McKee visits several Boston Area facilities and lunches with 60 Boston center controllers. . . . The training of maintenance personnel assigned to the Common IFR Room is completed. . . . George M. Gary becomes the new regional director, succeeding Oscar Bakke, who transfers to Washington.

OCTOBER

A new FAA-operated control tower is commissioned at Andrews AFB, Md. Deputy Director Wayne Hendershot is chief FAA speaker. . . . Some 50 top computer industry executives from all over U.S. are hosted at regional headquarters and tour New York Center to see computer application in air traffic control. . . . Sixty flight instructors complete instrument refresher course at Bedford, Mass. . . . The Charleston, W. Va., GADO is reopened, marking its third rebirth in 30 years.

NOVEMBER

Walter Buechler is named chief of the New York Area's air traffic, after serving six months as first chief of the New York Common IFR Room. Newark Tower Chief Lou Leon succeeds Buechler as CIFRR chief. . . . The IL-62, Russia's first commercial jet, lands at Dulles Airport and later goes on to proving flights at New York, Philadelphia and Boston. . . . An Airport Development Task Force is created to assist other agencies in the New York area with plans for new airports and further expansion of existing airports.

PACIFIC Aids U.S. in Vietnam Conflict

HONOLULU—A backward glance over the Pacific Region horizon reveals a number of significant accomplishments, many of them directly related to our nation's effort in Vietnam.

The Pacific Region, because of its geographical location, has become more and more involved in the Vietnam crisis. Regional headquarters has become the focal point of U.S. civil air carrier's airlift operations.

Within the past two years, the airlift operation to Southeast Asia has grown rapidly into a colossus (twice as much cargo and passengers are carried in one month than in a year during the Korean conflict). Two FAA inspectors were hired solely to provide the surveillance needed for safe and efficient operation of the 21 U.S. civil air carriers engaged in the airlift. One inspector has been assigned to Saigon's Tan Son Nhut air base, and the other to Travis AFB, Calif., the primary departure point for civil carriers under contract to the Military Airlift Command.

In addition, a Pacific Region navigator has been detailed to perform concentrated en route navigation checks on the civil airlift operation.

Airlift Coordinator Assigned

To coordinate and assimilate the myriad airlift information pouring in from different sources, an airlift coordinator has been assigned to the staff of flight standards. He provides transiting pilots and inspectors with up-to-date information on airports and navigational aids located in Vietnam. Information on recent hostile ground fire activities around airports also are passed on.

Another example of Pacific Region participation in the war effort is the all-time high of more than 87,000 aircraft (mostly military) handled by Wake Island Control Center during FY 1967. Administered by the FAA, Wake is not only an important military refueling stop, but also is a major communications center in the Central Pacific, as well.

Somewhat nearer the war theater, at Andersen AFB, Guam, FAA controllers operate a Center/RAPCON. It is from here that the B-52 bombers are launched almost daily against enemy positions in Vietnam.

On the battlefield, 18 Pacific Region engineers and technicians are busily involved installing 22 U.S. Army control tower communications systems worth $2.8 million.

Highlights of Other Accomplishments:

• Installed high-powered transmitters and receivers in Hawaii in support of the NASA/U.S.A.F. Western Test Range Apollo program.

• Combined Wake and Honolulu Flight Information Regions (FIR) under the Honolulu ARTCC, for better utilization of manpower. The new Honolulu FIR encompasses approximately 8,200,000 square miles, the largest FIR under a single ARTCC.

• Rapidly restored all essential support services and air navigation and air traffic control facilities after Typhoon Sarah's devastating blow to Wake Island on Sept. 16, quickly and efficiently evacuating dependents to Honolulu.

• Had a record high submission and adoption rate on employee suggestions.

• For the first time conducted a highly successful flight instructor clinic in Honolulu.

• Successfully field tested a revolutionary flight check equipment (Portable Flight Inspection Package (PFIP)) on Singapore and Malaysia navaids.

• Charles R. Campbell, a Pacific Region ATCS, won the Honolulu Federal Executive Board's Federal Male Employee of the Year award for 1967.

• Director Phillip M. Swatek completed a one-year term as first chairman of the Honolulu Federal Executive Board.

Support of the gigantic U.S. military airlift operation to Southeast Asia rates high among Pacific Region's 1967 accomplishments. At Wake Island, Pacific Region controllers, worked around the clock in handling a record number of airlift aircraft that stopped off at the strategically located atoll to take on additional fuel or to pick up fresh flight crews.

This portable tower gave Wake local air traffic control capability soon after Wake Tower was knocked out by Typhoon Sarah Sept. 16.

The success of America's B-52 bomber raids on enemy positions in Vietnam can be partially credited to men such as Pacific Region's Judson Munsey (above). Munsey is one of the 45 controllers manning the Guam CERAP at Andersen AFB, home of SAC aircraft.

SOUTHERN Celebrates Sixth Successful Year

ATLANTA—"As we look forward to a new and greater year in 1968," reflects Regional Director James Rogers, "we look back with pride to many accomplishments in 1967.

"This region has been established for six years now, and "firsts" and "superlatives" continue to be the rule rather than the exception in these seven southeastern states and the Caribbean.

"Aviation has grown tremendously everywhere in the country, and this part of the nation is no different. The tribute belongs to the thousands of FAA people who work in the field, who have been able to keep pace with aviation's growth by finding new and better ways of accomplishing the necessary tasks. Our achievements would not have been possible without these dedicated people."

During the past calendar year, personnel here have helped make possible these milestones in aviation:

Big In Manufacturing

The world's largest airplane—Lockheed L-500 (C-5A) *Galaxy*—is now being built in Georgia. Aircraft will be offered for sale to the world's airlines under FAA type certification requested by the manufacturer.

Grumman Aircraft moved its production of the *Gulfstream II*—world's largest corporate jet—to Georgia.

Piper Aircraft is turning out 15 airplanes a day at its Florida plant.

North American Rockwell moved production of its agricultural aircraft from Colorado to its Georgia plant. The company is also building a new manufacturing facility in Florida, and will produce four type of general aviation aircraft.

AVCO-Lycoming received FAA production certificate for its South Carolina plant to manufacture helicopter turbine engines.

Continental Motors received FAA production certificate for manufacture of general aviation aircraft engines in Alabama.

One of Nation's Busiest Airports

Opa Locka Airport at Miami, with 16-hour daily airport traffic control tower operation, became the busiest airport in the nation. This FAA facility won the first annual national air traffic "Facility of the Year Award" in its category.

Jacksonville Air Route Traffic Control Center won first annual air traffic "Facility of the Year Award" in its category. Jax ATCC provided above average service and new ideas and concepts during a continuing major reconstruction program—the installation of the National Airspace System's En Route Stage "A" equipment.

National Association of Air Traffic Specialists named Robert Brown of the Florence, S. C., FSS "Flight Service Specialist of the Year." He was recognized for his efforts in designing and constructing a lost aircraft plotting board and for being instrumental in effecting a considerable number of flight assists.

The Marietta, Ga., airway facilities sector received its second Certificate of Recognition from the 32nd Air Division, U.S. Air Force, for "maintaining the highest quality of electronic equipment performance at a joint military/FAA radar installation."

Regional Airports personnel developed the nation's first airport Mobile Testing Laboratory (MTL) to provide better quality control of runway and taxiway construction.

Air Force's largest supersonic pilot training program established in Georgia and Alabama under FAA air traffic control.

Nation's largest helicopter training complex, under FAA air traffic control, expanded this year by Army in Alabama and Georgia.

New Airports Opened

Fifty-one new general aviation airports opened under Federal-aid Airport Program grants. Georgia led nation with 20 new airports last year.

In San Juan, an air taxi is now operating scheduled shuttle service every 15 minutes to and from St. Thomas, Virgin Islands. Air taxi service is booming. More than 700,000 passengers went island-hopping in the Caribbean via air taxi last year.

Airports personnel conducted their first Airport Managers' Seminar, also attended by General Services Administration, Department of Housing and Urban Development, Department of Labor, and Small Business Administration. Held at Auburn University, Ala., the seminar was titled "The Total Airport Picture." With other government agencies participating, it provided more complete information to airport managers to help them plan for airports of the future.

Miami ACDO, largest such facility in the nation, has had an increase of 36 per cent in assigned air carrier aircraft, all turbo-jets. Personnel of this office conducted en route inspections not only throughout the U.S., but to Europe, South America, Southeast Asia, Alaska, and Hawaii.

General aviation is growing vigorously everywhere. In South Florida, this growth is particularly dramatic. Within 15 miles of Miami International Airport, seventh busiest in the U.S. there are three general aviation airports which rank in the top 12 in number of operations—Opa Locka, Tamiami, and North Perry-Hollywood. The North Perry Tower was operated by Broward County for the first half of this year and on July 1, FAA assumed its operation.

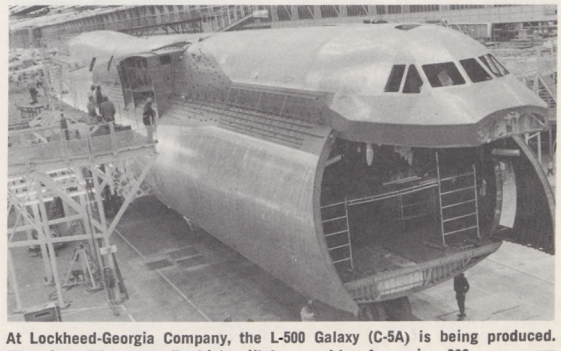
Pilot Training On Increase

The generally good weather of south Florida, along with good airport facilities, have caused an extensive increase in the volume of both air-carrier jet training and general aviation pilot training. To eliminate obvious problems in the near future, FAA, working with ATA, ALPA and certain large fixed-base operators, has developed a plan to establish separate training areas for the large jets and the smaller general aviation airplanes.

The number of flight instructors certificated in the region increased 61 per cent over the previous year—1,988 vs. 1,237.

The first alphanumeric radar traffic control system became operational this year in the Atlanta Airport Tower, after approximately two years of testing and evaluation. ARTS—Advanced Radar Traffic Control Service—is being used daily by controllers to guide aircraft in and out of the busy Georgia capital. Not only are controllers using ARTS, but they and electronics technicians are improving it. These men have made many suggestions that have been incorporated into the system—such as alternating readout of assigned and automatic acquisition of arrival and departure on discrete coded (4,096) aircraft; continuous tracking of aircraft equipped with 4,096 identification code by automatic repositionings; calculated groundspeed readouts; automatic offset of active formats to prevent overlaps; several prime categories to reduce manual workloads; automatic termination of formats by consoles and automatic readout of conflicting traffic.

FAA engineers, working with the Air Force and Lockheed-Georgia, certificated the first military/civil automatic Category II All-Weather Landing System (AWLS) on the C-141 jet cargo aircraft. Work is proceeding on certificating the system for Category III.



At Lockheed-Georgia Company, the L-500 Galaxy (C-5A) is being produced. The giant "sky argosy," which will be capable of carrying 902 passengers or 220,000 pounds of cargo, soon will be certificated by FAA for civil use.

SOUTHWEST Builds Airports, Shrugs Off Flood Disaster

W. E. Peterson, area manager at Houston, sent along this color Christmas card he received from the ATC tower at McAllen, Tex., with the note that "people who endure devastation and come up with an unscathed sense of "humor" should share their wit with the entire FAA family.

Houston Intercontinental Airport nears completion, with ATC tower (foreground) keeping pace with other building in the main center of activity. The terminal building complex can be seen behind the tower.

FORT WORTH—On 7,000 acres north of Houston, the new Intercontinental Airport, one of the first designed and built for the supersonic age, nears completion. In Dallas-Fort Worth, planners are working over blueprints for a North Texas regional airport that will spread over 20,000 acres and cost $250 million. All across the southwest, cities large and small are building new or are enlarging and improving airports.

Pushing skyward at Oklahoma City, Houston and El Paso are new signs of air traffic activity. New 100-foot towers are being completed at Oklahoma City, and Houston, and at El Paso, the new TRACON/tower facilities are in operation.

Throughout the five-state region, traffic counts are at a new high.

These monuments of steel, concrete and electronic equipment help to measure the growth of aviation, but do not tell the full story. Accomplishments are measured in the more routine services: increasing traffic control work, more safety inspections, and an accelerated growth in written examinations, superior maintenance records and other services. This is the story of better service to the public by Southwest Region employees dedicated to aviation's progress.

The year 1967 has been one of awareness, imagination and cooperation—awareness of the growth and demands of aviation, and a new spirit of cooperation and imagination toward realistic goals completion. And it was a year of accomplishments.

Aviation Education in Schools

Aviation education is taking its rightful place in the school curriculum throughout the southwest as the importance of aviation is realized. Schools, at an ever-increasing rate, are asking assistance in the mapping of technical courses in aviation. Four-year colleges are expanding aviation training in all fields into baccalaureate degree programs, working in close harmony with FAA and state education representatives toward formalized and standardized training. Director Henry L. Newman serves on the aerospace education council of the Texas Education Agency, to help assure the best planning for the future of those who will be entering the profession of flying. Cooperation is extended into all states.

Future military pilots add to the growing general aviation activities in the southwest, where 78 per cent of all undergraduate pilot training takes place. At several airports, ROTC cadets are receiving training while still in college which will put them quickly into the cockpit of a jet trainer upon graduation.

General aviation aircraft are finding new uses—principally the air taxi business—in mail and bank messenger service. The Lubbock-Amarillo Armored Service, Inc., has started an all-cargo flight operation to fit banking requirements: delivering checks, documents and other securities among member banks in Lubbock, El Paso and Albuquerque.

Both Houston and Albuquerque areas experienced top management changes during the year. E. D. Jacobson moved from assistant manager in Houston to the top job in the Albuquerque area. He was replaced in Houston by Albert H. Thurburn.

Texans Ably Tackled Disasters

When Hurricane Beulah swept out of the Caribbean in September and crashed along the lower Texas coast, FAAers met imminent danger and disaster with traditional courage and flexibility of action. Initially dealing blows of up to 160 m.p.h., "Beulah" turned south into Mexico after approaching Corpus Christi and leaving behind a soaked Brownsville, Palacios, Alice and McAllen. Fed by torrential rains, the Rio Grande brought a second flooding to McAllen facilities. Elaborate planning prevented extensive damage in the six-foot-deep water, and within two weeks operations were again normal.

Southwest Region expertise was exported to Mexico in greater amounts as cooperation and understanding gained impetus during the year. This year, the year of the summer Olympic games in Mexico City, promises to be one of greater understanding and assistance to make flying into Mexico a routine and happy experience.

In October, Archie W. League, air traffic director, visited the Oklahoma City FSS to make the presentation to specialists there for their work that gave the station the designation, "nation's best." It was a tribute to one station and its complement of 30, but the implications were much clearer. The recognition exemplified the challenge of all Southwest Region employees to always strive for greater accomplishments.

WESTERN Sets Jet-Age Pace Serving Growth

LOS ANGELES — Among the most significant developments in the Western Region during 1967 were changes in personnel.

Foremost was the switch in regional directors in May, with Arvin O. Basnight, formerly Associate Administrator for Programs, taking over the post held by Joseph H. Tippets, who became the new associate administrator for Personnel and Training.

The Region made several direct contributions to the nation's Vietnam effort. Two civil engineers, James E. Buecheler and Dick Turnbull, were honored for their work on construction of towers at military bases in Southeast Asia. At year's end, two other engineers, Byron Mabee and Stephen Smith, of the Seattle airway facilities began their South Vietnam assignments.

It was a year of honors and awards. Leading the parade was the honor conferred on the Region's new director: Arvin Basnight joined the small, select group of agency officials holding FAA's highest honor—the Decoration for Exceptional Service. Former Regional Director Joe Tippets was granted an honorary doctoral degree from Brigham Young University.

James A. Krueger of aircraft engineering, was named "Handicapped Employee of the Year" and was given his award at the annual meeting of the President's Committee on Employing the Handicapped.

Facilities Win Awards

Four FAA facilities received special recognition. Agency honors under the recognition and awards program for air traffic facilities went to the San Jose Tower, Phoenix FSS and Los Angeles Center.

Phoenix Airport received national recognition for its airport beautification program.

Burbank, Calif. Tower, burned out in a blaze which gutted Lockheed Air Terminal on Feb. 13, 1966, received the Air Traffic Control Association's "Facility of the Year Award." A major regional event was the move of the tower crew from a cramped temporary tower into permanent, modern facilities at the rebuilt air terminal.

Commissioning of the nation's first solid-state tower at Reid-Hillview Airport, San Jose, Calif. received national attention in the aviation press, as did the dedication and commissioning of the new Sacramento "jet-age" airport and new Sacramento Tower.

The areas demonstrated in many ways their determination to provide better service to the public. For example, the Salt Lake City Area provided 50 days of temporary tower service during the past year —more than in all previous years. The service was provided in connection with such events as forest fire control in Idaho, the Civil Air Patrol summer encampment at Reno, the National Air Races and the World Boy Scout Jamboree.

Aid Olympic Games Visitors

Commissioning of the FAA's new high site transmitter-receiver on Mt. Laguna Aug. 28, represented a milestone in international communications. This new facility extends the range of FAA communications to at least 75 miles south of the Mexican border and will be especially useful to pilots traveling to the Olympic Games in Mexico City. A similar facility is planned near Tucson, Ariz. to cover another segment of the border.

The region continued its certification program, including certification of the DC-8 61F, 62, 62F and 63 series. Stretch versions of both the Boeing 727 (727-295) and Douglas DC-8 (62F) received certification. In mid-December came the decision to Certificate the Boeing 737 for operation by a two-man crew.

Aviation safety developments shared the '67 spotlight in the Western Region. "Operation Rain Check," a 12-hour course conducted for instrument pilots in the Oakland area, received wide acceptance and is now being instituted throughout the region.

Aviation education had a banner year. FAA participated in some 60 aviation workshops in 1967, during which FAA personnel appeared before more than 5,000 school administrators and educators.

Director Writes Regular Column

Basnight began a series of editorials emphasizing aviation safety in the widely-circulated *General Aviation News*, a paper published in Los Angeles.

The Denver GADO conducted an intensive study of aircraft accidents in Colorado, and backed it up with an extensive safety program. A decline in aircraft accidents in that area has already been recorded.

Two items should not go unrecorded, though they may be regarded as trivia by some:

Whether certificating a new jet (right) or setting up a small temporary tower (left), the Western Region is geared to serve. The stretch version 727 type certificate was presented by Rocco Lippis (right in picture), FAA assistant chief of aircraft engineering, to Carl E. Dillon, Boeing vice-president. Loal A. Vance, Boise air traffic specialist, operated the Canvas tower at Coeur D'Alene to direct aircraft rushing firefighters to raging forest fires.

H. N. (Pete) Peterson, Los Angeles Air Traffic Branch, made a 165-yard hole-in-one at the El Dorado Golf Course.

And also on the lighter side is the manner in which one pilot thanked Janet Frazee of the Prescott, Ariz. FSS for bringing him through a thunderstorm, with lightning and zero visibility, to a safe landing at Prescott Airport. Still unnerved by his ordeal, he rushed up to Janet and delivered a resounding, grateful kiss.

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: Are the terms supervisor, immediate supervisor, and first-line supervisor (when used in an FAA publication) the same?

Answer: It is possible for these terms to mean the same thing, but an exact definition depends upon how the terms are used. The term "supervisor" covers a number of positions, including those commonly known as manager and executive. Thus, it applies to anyone who is directly responsible for the work output of others. This supervisory function may occur at the "first-line" level (one level above the journeyman level) and be "immediate" at the same time. Whatever the setting—division, branch, first-line, etc.—it always involves getting things done with people. If you have any doubts as to the proper interpretation of the terms in an FAA publication, you should check with the organization responsible for the subject matter.

Question: In the October issue of *Horizons,* you mentioned a retirement pamphlet dated November, 1966. Since it is not available at our area office, could you tell us more about it?

Answer: By now you should have received the pamplet mentioned in *Horizons,* which is actually the certificate of membership in the U.S. Civil Service Retirement System (SF-105). Also, because of your suggestion, additional instructions have been sent to field organizations to make sure that this pamphlet has been distributed to all employees.

Question: What is the FAA policy on collision damage insurance on a commercially rented vehicle? In the event of an accident, what should be the answer to an auto rental agency that demands immediate payment for the first $100 worth of damage to their automobile?

Answer: The standard commercial vehicle rental rate includes public liability and $100 deductible collision insurance. The FAA does not authorize additional coverage. If an accident occurs, the FAA will pay the $100 deductible, provided the driver was not negligent. If confronted with a demand for immediate payment of the $100 deductible, the driver should pay it, request an itemized receipt, and submit a claim for reimbursement under FAA Handbook 2250.2, Claims for Personal Property Lost or Damaged Incident to FAA Service.

Question: In your answer to the question on retirement in the October issue of *Horizons,* you made the following statement: "The law says that an employee at age 50 with as few as 20 years of service can retire if he is involuntarily separated from the Federal service for reasons other than misconduct, delinquency, or inefficiency." I submit that inefficiency per se should not be listed with misconduct and delinquency. PT P 3800.5 Para 53 on Discontinued Service Retirements, states that employees may retire as a result of inefficiency, unless the inefficiency is due to the employee's misconduct.

Answer: You have a sharp eye. You're right! "Inefficiency" must be due to the employee's misconduct. This was the meaning intended—but not too well stated.

Alaskans Agree Air Safety Is Good Business

ANCHORAGE—The first general aviation safety meeting this season was held recently at the FAA Regional Office here.

Sponsored by Anchorage-based flying training schools, aircraft rental agencies, flying clubs and the FAA, these meetings, now in their third year, provide refresher training for local pilots to enable them to operate their aircraft safely.

VFR radar services available to the pilot of small aircraft were explained by Walter W. Claxton, air traffic specialist at the Elmendorf Tower/RAPCON facility. ATCS Mike Pannone explained FAA services available to lost aircraft, and how radar approaches to local airports for pilots in distress are made.

Mrs. Ardaiz is one of the agency's best friends in Alaska in promoting safety in aviation. The success of this series of safety meetings is attributable in large part to the effort she has put into this program. Quite naturally, she gets all the help she can use from the Flight Standards district office at Merrill Field.

Out for a Refresher

Walter Claxton (left) and Mike Panone (right), air traffic specialists, discuss communications with Mrs. Ramona Ardaiz, who operates a flight training school in Anchorage. Claxton and Panone discussed radar services at General Aviation Flight Safety Meeting at the Regional Office.

Author Joe Hornsby

Hornsby Writes His First Novel

Joe Hornsby, special assistant to the director, Flight Standards Service, has added the title of author to the accolades he has won in his 20 years with the agency.

His first novel, entitled "Valley of the Moon Goddess," has been published in paper-back form by Caravelle Books, a New York publishing house.

The novel's locale is Korea during the Korean War. Hornsby was called back to active duty as a Marine flghter pilot during this conflict.

He is a former air traffic controller and air carrier inspector in California, and is rated in Boeing four-engine jets.

Hornsby now resides with his wife and three children in Burke, Va., and is writing a second book.

E. C. Marsh Stars On TV Quiz Show

CHICAGO—Edward C. Marsh, Central Region director, appeared here recently on the Northwestern University program "Your Right to Say It."

The subject of the half-hour TV program was "Sonic Booms, Airports, and Air Safety." The questions and answers covered many topics of current interest to the aviation field, including the noise problem, the SST, and bomb scares. Because of its timeliness and importance, the program received wide television coverage in a number of cities.

For Welfare Children

Earl Davis (left), was chairman of an Installation and Materiel Service committee that collected some 319 different items within I&M to give to children served by the Public Welfare Division of the District of Columbia. Money for the toys came by not exchanging cards among employees. Division contacts were (left to right): Earl Davis, Erwin Ames, Mrs. Icie Mae Goodwin, Mrs. Ruth Saghotleslami, Dian Kristoff and Mrs. Marvin Vicks.

DOT Team Helps Save Distressed 'Wanderlust'

SAN JUAN, Puerto Rico — "Yawl *Wanderlust,* this is San Juan air route traffic control center . . . right rudder, steer one-seven-three for port."

The quietness of a routine midwatch in the San Juan ARTCC was broken when Controllers Elbert Boggs and Willis Hoffman overheard Clipper 299 attempting to re-establish contact with WX9476 on 121.5 frequency. Unable to reach the "mystery station," which had transmitted a distress call on the emergency frequency, the Pan Am crew relinquished further effort to contact the San Juan Center.

Controllers Boggs and Hoffman immediately enlisted the assistance of Airlift flight 602, some 300 miles north of San Juan. Two-way radio contact was quickly established with WX9476, which turned out to be a 41-foot yawl, the *Wanderlust.* With three persons on board, the sailboat was enroute from Moorehead, N.C., to St. Croix, Virgin Islands. The skipper reported they had encountered rough seas the first day out and had ridden out three storms with waves reaching 60 feet at times.

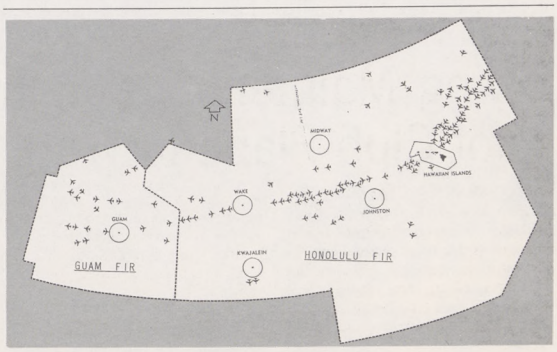
The boat's last known position was reported by center controllers to the Coast Guard in San Juan. Working with the Navy, a bearing was obtained by using high frequency direction finding equipment. FAA relayed a position and steer to the *Wanderlust* captain which should have brought the ship to safe port.

This should have ended this novel communications assist. However, it didn't. Heavy seas were again encountered by the *Wanderlust.* The skipper then asked for his position and a corrected steer once more. The boat was able to come close enough to land for the weary wanderers to see the lights during the night. However, the seas remained too rough for the craft to make port. Another uncomfortable and unsure night was spent at sea.

When the *Wanderlust* failed to make her ETA at St. Thomas Harbor, St. Thomas approach control alerted the Coast Guard and an air search was begun. Located ten miles north of the island, the sailing ship, now using an auxiliary engine, was pointed towards its destination port by the Coast Guard airplane.

By now, all should have been well—but it wasn't. Less than a mile from the dock, the *Wanderlust* ran out of gas and had to be towed to the pier.

The San Juan controllers, along with the Coast Guard participants, say the moral here is, "If you want good service, just call on DOT."



Frozen in Time

This map shows the FIR (Flight Information Region) boundaries of both the Honolulu and Guam centers. The Honolulu FIR shown above depicts the combined areas of Honolulu and Wake FIRs. The consolidation gave the Honolulu Center jurisdiction over the world's largest block of airspace. The map also dramatizes the busy Pacific airways on a typical day when trans-Pacific traffic (minus local Hawaiian Island flights) was frozen in time. This map was prepared by the Honolulu Center. **(See story page 1.)**

Miami's New Tamiami Airport Dedicated To General Aviation

By Gerrie Cook

MIAMI—When the New Tamiami Airport, complete with a modern FAA control tower, was opened recently, Deputy Administrator Thomas was principal speaker to an audience of more than 10,000 persons.

Thomas told his audience that the tower, itself, cost about $210,000. New equipment cost an additional $26,000, and FAA has invested more than $3 million in Federal funds in building the new airport. Old Tamiami will now be closed and converted to a county park.

During his address, Deputy Administrator Thomas also pointed out that more than 11 per cent of Miami's population is dependent, in one way or another, upon aviation for its livelihood, and praised Miami citizens for their foresight.

"In most cities," he said "we have to end up pounding the table exhorting local officials to look ahead and plan a modern airport system. But in Miami, you are way ahead of the game. You not only have planned, you have already created airports. You have thus turned your greatest asset—the wonderful South Florida weather—to another use. You have captured an important segment of one of the most profitable industries in the country, the aviation industry itself. "Your success is assured. I congratulate you and wish you well," he said.

A Welcome Addition to Area

The new airport, one of South Florida's finest, is a welcome addition to local aviation facilities, since Metro Miami is one of the densest air traffic areas in the country, and local airports have been overtaxed for some time.

Because of heavy airline jet traffic, both domestic and foreign, at Miami International, Opa Locka and Old Tamiami Airports had to handle practically all general aviation flying to and from Greater Miami. Adding to this already saturated condition were the flight training activities of several of the biggest and busiest flight schools in the country. In fact, general aviation, in just two years, has pushed Opa Locka to the top as the busiest airport in the nation.

New Tamiami is twice the size of the old field, with an area of more than 1,280 acres. When finally completed, it will boast two 5,000-foot east-west runways and a 4,000-foot northwest-southeast runway, with paved ramps and taxi strips. FAA's new control tower, rising 94 feet above the airport, gives controllers an excellent view of all air traffic operations.

Goggle-Eyed

FAA Deputy Administrator David Thomas (far right) grins in approval as Florida dignitaries watch ribbon-cutting to open Dade County's $6.5 million New Tamiami Airport. Man with the big scissors is Norman Mosely, chairman of the Citizens Aviation Advisory Board for the county; with the smaller, real scissors is "Chuck" Hall, Dade County mayor and chairman of the Miami Port Authority.

Hiring Help

James Tartt, an FAA electronics engineer in the Miami Area, has been working closely with the local FAA personnel office and area newspapers to publicize the agency's current drive to recruit air traffic specialists, electronics engineers and technicians. Tartt holds a BS degree in electrical engineering from Tuskegee Institute, Tuskegee, Ala., and joined FAA in July 1963.

Happiness Is an FAA Job Says a Pretty Controller

TROUTDALE, Ore.—For pretty 20-year old Karen Prentice, happiness is a job with FAA.

Karen, now a trainee controller at Troutdale Airport near Portland, says her happiest moments have had to do with aviation—especially being accepted for her position with FAA.

While still in high school, Karen had one strong ambition—learning to fly. As a graduation present, her father gave her a complete private pilot's course. She received her private pilot's license at 17. Within three years, she had both her commercial and instrument ratings.

About a year ago, friends told her about controller position openings with FAA. She applied immediately.

"The day I received a call from the FAA Seattle Area office to arrange for an interview was one of the happiest in my life," Karen said. "And the day I was hired was another."

Karen took basic training at the Seattle Center, finishing near the top of her class. As a trainee at Troutdale Tower, she comes under the supervision of Rex Pierce, chief, and Keith Turner, training supervisor.

"Karen has a bright future and should be a real asset to the agency," Pierce said.

Tower Lass

Karen R. Prentice, trainee-controller at Troutdale, Ore., receives instruction from Rex E. Pierce, tower chief. Her job with FAA represents a happy outcome of her ambition.

The attractive new controller's arrival at Troutdale was duly noted by *Sky News*, an aviation magazine published at Troutdale.

"Karen's doing an excellent job," the magazine's editor stated. He added that it was refreshing to receive takeoff or landing instructions from "one whose voice is charmingly filled with the sort of authority associated with the FAA."

Flying Technicians

A trio of EMTs at the Ft. Wayne, Ind., airway facilities sector uses their flying club's Piper "Cherokee 180" whenever they can to take off to the scene of an equipment breakdown. Even rainy weather fails to deter (left to right) George Craib, Robert Lutes, and Luke Schaefer from making their appointed rounds.

Flying Maintenance Men Pilot Club Plane to Work

FT. WAYNE, Ind. — George Craib, Robert Lutes, and Luke Schaefer, electronic technicians at the airway facilities sector here, fly for business as well as pleasure. As members of a local flying club, they enjoy hours of flying for fun. But, they find it comes in handy in their work too.

As electronic technicians, they are responsible for the operation of assigned navigational facilities under jurisdiction of the Ft. Wayne sector. When immediate atention is required for malfunctioning equipment, they fly to the site of trouble and perform the necessary maintenance and repair. In this way, they are not only using their flying skills as a hobby, but also in the performance of their jobs by reducing travel time. This, in turn, keeps down travel costs and shortens the time that a facility is off the air.

Although Craib, Lutes and Schaefer have their private pilot's licenses, they aren't ready to stop learning. Schaefer recently passed the written test for an instrument rating, and Lutes passed the written test for a commercial rating. They all plan to continue to expand their aviation background and flying skill by "flying to work."

High Altitude Turbulence Is Studied By FAA

ATLANTIC CITY—Wake turbulence which affects aircraft flying at high altitude was studied in two days of flight tests at the National Aviation Facilities Experimental Center recently.

In the flights, an FAA Convair 880 jet transport used contrails and colored smoke to outline wake vortices—the swirling trail of air rotating off its wing tips. Two specially instrumented T-33s flew into the wakes to record the diameter of the turbulence, its circular velocity, and the downward settling of the vortex.

The study was made to gain more information on how wake turbulence might affect spacing of planes in en route traffic control.

Heading the test was Project Manager Leo J. Gardoz, assisted by Clifford M. Schutz. Walter S. Luffsey is managing the wake turbulence program at Washington headquarters. Joseph R. Bailey and Robert H. Grace piloted the 880, with Frederick G. Auer as flight engineer. Ernest Reid was the aerial photographer. Pilot of an agency T-33 used to film the tests was Lt. Col. D. D. Fine, USAF, Air Traffic Service, Washington.

How's the Weather?

Upon hearing that former Senator Barry Goldwater (left) would be passing through on his way to a speaking engagement, James Ray, FSS chief at Anniston, Ala., invited the famous legislator and veteran pilot to visit the facility. Goldwater was impressed by the 60 per cent traffic increase handled there during the past fiscal year.