



# HORIZONS

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## Jet Set

"Campbell's Caravan" and the Lear Jet. James W. "Pete" Campbell discusses the Lear Jet for one of his flight instructor refresher courses with team members. They are (left to right) Bob French, Spencer Houghton, Joe Boyd, John Zimmerman, Frank Jamison, John Hoover, Campbell, Carl Edmison, Tom Clemmitt and Bruce Romick.

## 'Campbell's Caravan' of Pros Helps Flight Instructor Training

OKLAMOMA CITY — "Campbell's Caravan is doing more for general aviation safety in this country than has been done for some years." Those were the words of one skeptic-turned-believer after sitting through one of James W. "Pete" Campbell's flight instructor refresher courses.

The idea behind this FAA sponsored program is not to certificate new flight instructors, but to bring the professional instructor, who's been around a number of years, up to date on new regulations, techniques of instructing and to standardize him on flight maneuvers.

Aviation today is not a static business. General aviation pilots have to work pretty hard to keep up with the constantly changing pattern of today's flying. High-density areas, higher air speeds and new electronic gear add to the need to know what's going on in the sky. And, no one needs to know in greater detail than the certified flight instructor who must pass along his knowledge to his student.

"Campbell's Caravan" started in 1962 when the State of Montana asked FAA, through the Academy at the Aeronautical Center, for assistance in developing a flight instructor's program. In keeping with the FAA's program of service to

the public, experts from the general operations training section worked with the Montana Aeronautics Commission on the program. It was a success.

Then Nebraska requested assistance in a similar course, followed by a one-week program held by Virginia. The excellence of the training given by the professionals became well known and requests for help in such programs advanced.

In July 1964, the first Flight Instructor Refresher Team was established under the leadership of Pete Campbell, who taught instruments and performance; with Carl Edmison, instructing in flight maneuvers; and James Shelley, teaching fundamentals of instruction.

Now there are three teams, the latest being formed in August 1967. The program has been established as the Flight Instructor Refresher Unit.

The program has been overwhelmingly received by the flying public and has received a number of top awards and hundreds of letters from those who took part in the course. Campbell, with team members Carl Edmison and James Shelley, received the Distinguished Service Award from Iowa State University for their "contribution

to adult education in the field of aviation."

Campbell has received the FAA Certificate of Achievement for the work his team has been doing.

The latest award came in December 1967, when Campbell and his crew were cited by the Flight Safety Foundation. The 20th Annual International Air Seminar presented Campbell with a plaque and a citation in recognition of achieving safer utilization of aircraft. Campbell's citation was in part for "... rare personal leadership in improving general aviation through the FAA flight instructor clinic teams, whose exceptional national effort has resulted in increased effectiveness of flight instruction method, supervision and greater public awareness of the singular role of the flight instructor."

Campbell was one of five to receive such awards.

"Campbell's Caravans" have conducted 110 of these courses in the last 12 months. These courses have been held in 43 states, including Alaska and Hawaii. Nearly 6,700 instructors have attended.

The teams are booked up through the first half of 1968.

Team members are: Joe T. Boyd, Carl L. Edmison, Spencer F. Houghton, Frank M. Jamison, Jr., Bruce R. Romick, Thomas H. Clemmitt, Charles D. Steuben and John J. Hoover.

## Air Taxis Move Up 42 Per Cent in '67

By Marcella Harp

WASHINGTON—The continuing need for air taxis to link the largest air traffic hubs with the nation's smaller communities is shown in a remarkable 42 per cent growth in scheduled air taxi companies, from 116 in 1966 to 165 in 1967, the agency reports.

## Agency Proposal: All Jets to Fly IFR In System

WASHINGTON—FAA has proposed a new rule which would require all jet airplanes to operate under instrument flight rules when in controlled airspace within the contiguous 48 states.

The proposed rule also would apply to all other airplanes operated under Parts 121 and 129 of the FARs. Part 121 covers operations by U.S. domestic, flag and supplemental airlines and commercial operators of large aircraft. Part 129 covers operations by foreign air carriers.

Other operators of large pressurized airplanes would be affected by the proposed rule as well. A "large" airplane is defined as one with a maximum takeoff weight of more than 12,500 pounds.

In issuing the proposed rule, FAA noted that the rapid growth of total flight operations in the recent past has exceeded all estimates by FAA, by industry, and by transportation agencies.

This rapid growth is creating demands for substantial expansion and improvement in the nation's air traffic control system. The FAA believes that the proposed action should be taken to maintain the desired level of safety pending long range solutions for handling this increased growth.

FAA already prohibits VFR operations in the "positive control" area which is in effect from 18,000 to 60,000 feet over the busy northeastern and north central United States and from 24,000 to 60,000 feet over virtually all of the rest of the country. The proposed rule would reduce the mix of VFR and IFR traffic operating in controlled airspace below these flight levels. Such controlled airspace includes both terminal and en route areas where ATC service is available to aircraft operating IFR.

Known also as "Commuter Air Service Operators" and "Third Level Air Lines," the scheduled operators fly 685 aircraft including 200 single engine piston aircraft, 452 multi-engine, 24 turbine powered aircraft and 9 helicopters. Two of the turbines are pure jets used primarily for carrying the mail.

As long as the air taxis do not compete with routes served by certificated air lines, the Post Office, under Civil Aeronautics Board authority, allows air taxis to carry the mail without subsidy. In November 1967 there were 32 air taxi companies carrying the mail over 77 routes. By June 1968 the Post Office plans to extend this service over approximately 200 routes.

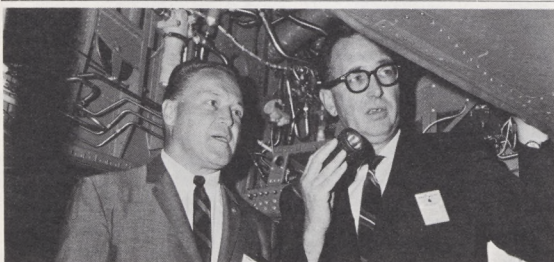
Operators earned \$180,000 flying the mail in 1967 and may earn as much as \$8 million in 1968.

Airlines are showing increasing recognition of air taxis as a valuable adjunct to their transportation services and have interline agreements with 43 of the scheduled operators to provide convenient, "close-to-home" transportation for outlying passengers—from large air terminals to suburbs and communities up to several hundred miles away.

The number of scheduled air taxi seats available to the flying public increased from 3,846 in November 1966, to 5,112 by October 1967. Sixty-four per cent of the scheduled operators reported that their airplanes were generally more than half full.

Of the 165 scheduled air taxi companies, 136 are approved to make flights in instrument weather.

In addition to the scheduled operators, approximately 3,000 non-scheduled air taxi operators provide air service to virtually any airport an air traveller requests.



## Gulfstream Go-Go

FAA approval for the twin-jet Grumman "Gulfstream II" is making news in two regions. In the Southern Region (above), FAAers Harold Mannick, EMDO supervisor, and C. A. Goodwin (with flashlight), manufacturing inspector, recently checked the first production model at the company's new plant in Savannah. Type certificate for the plane was awarded in the Eastern Region, where Grumman's engineering remains.

## Our Inspectors See Bright Red

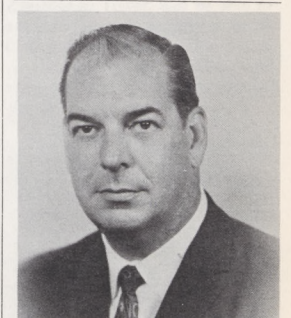
MILWAUKEE—Inspectors Jerold Mertens, John Montebello and John W. Howell of the GADO here were recently assigned to investigate an accident that had just occurred near Cable, Wis.

To get to the scene of the accident, the three were required to hike part of the way through woods frequented by deer hunters. Unfortunately, they were not dressed for the occasion. The local gendarmes advised them that they could not

proceed to the accident scene until they were dressed in the proper attire.

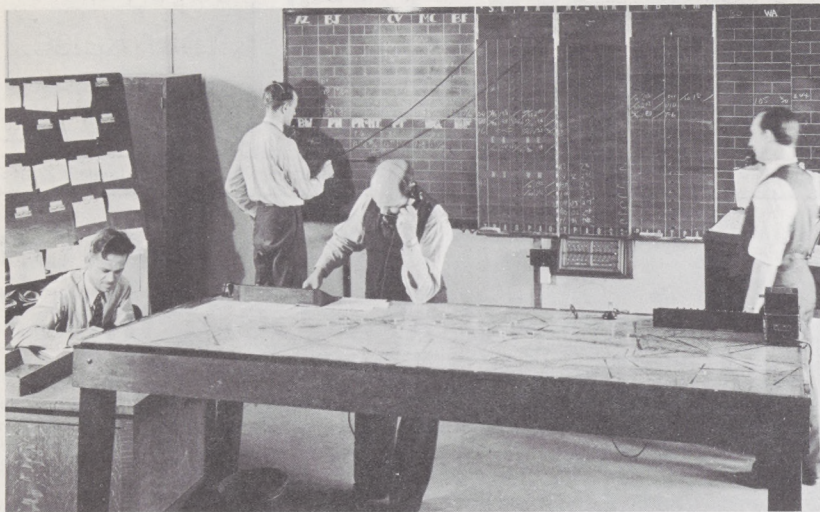
Under Wisconsin state law, all persons traveling in the woods during deer hunting season must wear red fluorescent outer garments.

After some searching, Mertens, Montebello, and Howell finally were able to find sufficient red outer garments to enable them to carry out their assignment.



## To Central

William E. Morgan, deputy director of Air Traffic Service, has been named chief of the air traffic division in FAA's Central Region, Kansas City, Mo. He succeeds Robert O. Ziegler, recently named manager of FAA's Minneapolis Area.



This is the Newark airway traffic control center in 1936. Ted Westlake is at blackboard. Others in the picture are (left to right) James R. Durcrest, now FAA military liaison at Langley Field, Va.; Cliff Burton, former deputy director of FAA air traffic service and former executive director of the Air Traffic Control Association, and Paul Gareau, who worked at the Center only a short time.



As a radio man with Boeing Air Transport (later United Air Lines), Ted Westlake often flew in the Boeing 40B biplane (above). On his first 678-mile flight in 1930, from Seattle to San Francisco, Westlake recalls, "You left Seattle at noon and arrived in Portland at 2 p.m. Departing at 8 a.m., with luck, you arrived in San Francisco about mid-afternoon."



After 31 years in the air traffic service, Ted Westlake has retired from FAA to become a consultant on international matters to the Aircraft Owners and Pilots Association.

New York then were only 50 to 60 per day. If a controller got 10 aircraft on the board at the same time, he really began to sweat. That was a real traffic peak."

#### Pilot Persuasion Necessary

But Westlake admits, "It was sometimes difficult to persuade pilots what we were doing was really necessary. This was particularly true when you had to tell a pilot he was number four or five to land in about an hour."

Westlake recalls an incident in which "one of America's most famous aviators" completely disregarded instructions from the Newark Center to maintain 13,000 feet on a flight over New York City from Chicago to an airport on Long Island.

"This pilot decided on his own that this was not really necessary and let down through several layers of airline aircraft that were holding over the city on instruments awaiting clearances to land. Fortunately, nothing happened. He missed all of them."

(As for the identity of this "famous aviator," Westlake points out that the pilot is still alive and is one of the nation's most respected citizens—and it wasn't Lindbergh.)

Such incidents were the exception, however, Westlake notes. Westlake did have the dubious distinction of squirting the "Lone Eagle" in the face with fire extinguishant. The incident occurred at an airport in Nevada with an elevation of 5,000 feet. Westlake was standing by as a mechanic pulled the propeller through to get "Lindy's" plane started, with the throttle closed. When the engine suddenly belched flames on the pull-through, Westlake triggered the fire extinguisher and caught the country's most famous aviator right in the goggles as he stood up in the cockpit to see what all the smoke was about up front!

#### Traffic Control Need Recognized

Most pilots recognized the need for air traffic control and went along with it. In fact, it was the airline operators themselves, rather than the Government, who took the initiative in this area.

On December 1, 1935, the major airlines using Newark Airport established a consolidated office to handle air traffic there. Additional centers were opened in Chicago in April 1936 and Cleveland in June 1936.

The basic system of spacing aircraft and bringing them in for a landing in an orderly manner, Westlake says, was worked out by Earl Ward of American Airlines with the help of Glen Gilbert, also from American. Ward subsequently became first supervisor of airway traffic control for the federal government.

At Ward's invitation, Westlake joined the crew at the Newark Center in April 1936—three months before the Government assumed responsibility for the operation of that installation. Prior to taking this job, he was chief radio operator for United Air Lines at Newark.

Westlake likes to point out that he went to the Newark Center on a leave of absence from United and that this arrangement was never formally cancelled. This leads him to speculate that United might still have him on the books as being on leave of absence, although he admits that nobody from the company has been around looking for him for the past 31 years.

Westlake spent six years as a radio man with United and its predecessor Boeing Air Transport. He still remembers his first flight with that airline—from Seattle to San Francisco—on New Year's Day 1930:

"In those days, San Francisco was an overnight trip from Seattle. You took off from Seattle about noon in a Boeing 40B biplane and arrived in Portland about 2 p.m. You spent the night there, taking off the following morning about eight. With luck, you arrived in San Francisco about mid-afternoon."

#### Coast-to-Coast Was Grueling

Even more grueling, Westlake points out, was coast-to-coast air travel in the early 1930s. On a flight from Oakland to New York, he says, you generally stopped at Sacramento, Reno, Elko, Salt Lake City, Rock Springs, Cheyenne, North Platte, Lincoln, Omaha, Cedar Rapids, Chicago, Toledo and Cleveland.

"The trip took about 28 hours and was no champagne flight," he continued. "All you had was a box lunch and a thermos of coffee."

One of Westlake's first duty stations with Boeing Air Transport was Salt Lake City—where he met his wife of more than 35 years, the former Miss Virginia O'Dell of that city.

"She worked for Western Union, and we met by talking on the teletype circuit. Of course, this was contrary to regulations, but neither of us worried too much about that at the time."

Prior to joining Boeing/United, Westlake served six years as a radio operator with the Canadian merchant marine. A native of London, England, he moved to British Columbia in Canada at the age of nine.

Westlake spent his last 20 years at FAA specializing in international air traffic control matters, which he says was the "only job in FAA I really wanted." He notes that in that time he attended some 30 civil aviation conferences and meetings in all parts of the world. He also spent three years in Montreal with the International Civil Aviation Organization and six years in Bolivia and Costa Rica on FAA assignments.

Looking forward to retirement, Westlake says he plans to make good use of the Spanish picked up in South America.

## Loving His Job For Three Decades

# He Kept 'Em Separated

By John Leyden

WASHINGTON—One of the last of FAA's original group of air traffic controllers has just retired from FAA.

At age 63, Edward A. (Ted) Westlake, an international air traffic control specialist in headquarters, will become a consultant to AOPA on international matters.

His job with airplanes from the beginning? "To keep 'em separated!"

His retirement leaves Lee Warren and Hugh McFarlane as the only active FAA employees from the original group who laid the foundation for the present system of air traffic control some 31 years ago. Warren is now deputy director of the Western Region and McFarlane is chief of the air traffic service foreign and overseas staff in Washington.

Westlake and the other "originals" entered Government service on July 6, 1936, when the Bureau of Air Commerce in the Department of Commerce took over operation of the three air traffic control centers which had been established by the airlines at Newark, Chicago and Cleveland. Westlake, who was working as a controller in the Newark center at the time, remembers the early years well:

"The controller's tools were a blackboard and a map table, but after a while we had to do away with the map table because it got too cluttered with 'shrimp boats.' We had no radar, of course, and no direct radio contact with the pilots of the aircraft we were controlling. All messages had to be relayed through airline or Government communications stations.

"Crude as the system was, it was usually adequate for the volume of traffic handled. Air carrier movements in and out of



**History Through Models**

C. H. Nattress (right), air traffic specialist, shows a model of a Waco biplane to Joseph Feisternel of Albuquerque, N.M. FIDO, prior to its formal presentation to the "Cavalcade of Wings" model museum that will contain 300 models when completed.

**Controller is Chairman**

**Flight History Is Told In New Mexico Museum**

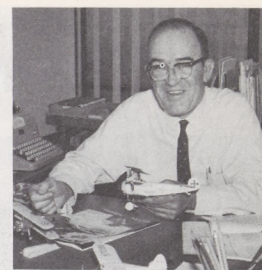
ALBUQUERQUE, N. M. — A model of a Waco G-6 biplane has recently been added to the "Cavalcade of Wings," a museum that will house 300 models when completed. The plane is the type that was used to evaluate the airways when electronic facilities were established in Albuquerque in 1942.

The Cavalcade of Wings is sponsored by the city's nine Optimist Clubs and uses space at Albuquerque Sunport.

Its exhibit of planes includes only those that have contributed to the advancement of aviation while being flown from local airports. Several photos of other CAA-

FAA inspection aircraft have been given the committee for future use. Committeemen research historical data to insure that finished models will be exact in scale and bear markings of the original aircraft.

C. H. Nattress, Albuquerque Tower controller, serves as committee chairman and made the formal presentation of the Waco model to the exhibit. Present also at the brief ceremony were Joseph Feisternel, facility flight check pilot/specialist at the Albuquerque FIDO; Frank Crabtree, director of the local museum; and Harry Davidson, Optimist Club historian.



**More Models**

Frank J. Clifford, staff writer on "FAA Aviation News," the agency's general aviation publication, spends his days writing about real aircraft, and a good part of his free time putting their miniature replicas together. In the foreground is a trim Piper "Tri-Pacer." Left are a PT-17 "Kaydet" trainer of the late '30s and a Fokker "Triplane." (A "Snoopy" fan was given the Fokker "Tripe.")

**Top Officials Dedicate O'Hare's Newest Runway**

By David Myers

CHICAGO—O'Hare Field's new parallel runway 27-9 was officially dedicated recently by officials of the FAA, the State of Illinois, City of Chicago, and many representatives of airlines and other interested parties.

Among those participating from the agency were Paul E. Cannon, Chicago area manager; John F. Wubbolding, assistant area manager; Daniel M. Vucurevich, O'Hare tower chief; Robert Schwank, assistant tower chief; William H. Quinn, airports branch chief; and Neal Callahan, community relations officer. Also attending the ceremonies, held aboard a United Airlines DC-8, were Richard J. Daley, mayor of Chicago and George K. Keck, president of United Air Lines.

According to Cannon, this king-sized runway—some 10,500 feet long and 150 feet wide—is the first full-length, continuously reinforced concrete runway built in the United States. It will greatly increase the parallel approach capabilities at O'Hare, and will reduce delays during poor weather conditions. The runway was built in record time. It took exactly six months and 10 days from start to finish. This was accomplished despite the fact that the city added a 50-foot tunnel to the plans after initial construction had begun.

In addition, workers were somewhat hampered in working close to arriving and departing aircraft using runway 32-Left, which the new runway intersects.

The cost of the runway—nearly \$5 million—was shared by the Federal Government, the State of Illinois and the City of Chicago.

Some of the facts concerning the construction are somewhat on the brink of the unbelievable, when you consider the short period of time required to complete the project. More than 1.5 million cubic yards of excavation were moved. It took 400,000 tons of gravel to complete the runway and 1,700,000 pounds of steel. Some 140,000 square yards of 12-inch reinforced concrete were poured and an additional 120,000 square yards of 10-inch reinforced concrete were used to complete the job. After all of this, a final 200,000 square feet of runway and taxi area were painted.

Despite the poor weather which curtailed some of the planned dedication activities, almost 90 persons enjoyed breakfast aboard the United DC-8. Although the weatherman failed to cooperate, the ceremonies took place without a hitch, and shortly after, the new runway was in operation at the world's busiest airport.



**Rainy New Runway**

In pouring rain, Paul E. Cannon (center), Chicago Area manager, assists Richard J. Daley (right), mayor of Chicago and William E. Downes, Jr., aviation commissioner, during official dedication ceremonies of the recently completed 27-9 runway at O'Hare Field.

**Foreign Students Like Lessons In Heart of Texas**

By George Burlage

FORT WORTH—Ten foreign students studying at the FAA Academy, all present or future experts in air traffic control in their home countries, journeyed here recently for on-the-job learning.

The group members toured the Dallas-Fort Worth TRACON during the last week of their month-long course in "Air Traffic Facility Administration and Management."

Most of the visitors had completed courses in instructor training and advanced air traffic control for international participants.

What did the students think of their training? E. Gregorio Quiñones, chief of the Lima, Peru, Center, said, "These are very good courses and the teaching is excellent. What I have learned, especially in the management course, will change my approach to supervision and help my career." He sees his studies as being compatible with Peru's projection of increasing air traffic services, including the implementation of VORs into the airway system and the establishment of two additional centers.

Eliseo Siscar, assistant chief of the Manila Tower, gave a hearty approval of the advanced training he received. He had learned air traffic control procedures in 1949 in the basic course taught at the Academy, and welcomed the opportunity to return for additional training.

Leonard Wahjoe, head of the air traffic branch in Indonesia's airway operations division, said the radar display and automation in the two facilities were "quite impressive." A 12-year-veteran in air traffic, he emphasized the importance of applying what he learned in management.

Another Indonesian, Hartojo, received his air traffic training 10 years ago under ICAO instructors in his country and has served the past two years as an instructor in Djakarta. (Ed. Note: Indonesians usually have one name, but some have added the second.) He thought there was a need for more classroom instructors in the courses, but appreciated the Oklahoma City curriculum. Two of his countrymen, Wahjono, chief of the Dja-



**Flight Data Aid**

Mrs. Terri Hardgrave is observed by three foreign students as she performs her job giving flight data aid at Fort Worth Center. The students, who work in air traffic control in their Pacific home area, recently completed a month-long course at Oklahoma City.

karta Center and with nine years of experience, and Tato Sunarto, his assistant chief, will apply the management techniques learned to great advantage when they return home. Sunarto, in air traffic work since 1960, described the courses as "good for me, personally."

The assistant chief of the Manila Tower, Francisco Baltazar, will use the principles from the management course to add to his 13 years of air traffic work. "We don't have the correspondence courses you people have, so we hit or miss often in management know-how... we do an adequate job in control, but this will help to improve us."

Luis F. Guanzon, Jr., with 11 years of experience, is the training officer at the Manila Tower. He sees many benefits from the Academy training: "We can apply what

we learned to increase controller training in our facilities and in better techniques of training."

**Chiefs Profit Also**

Two facility chiefs from the southern Philippines will also profit from this training. Artemio Y. Garcia, chief of the Cagayan de Oro City Tower will make better progress in his work as chief, training officer and airport officer in charge. "The learning time was too short; there are so many things to learn," this nine-year veteran of air traffic control said.

Julian J. Loleng, Jr. chief of the Zamboanga Tower, will be able to advance faster. "I learned a lot of facility management which I can use to improve my position, and also help in improving our airway system."

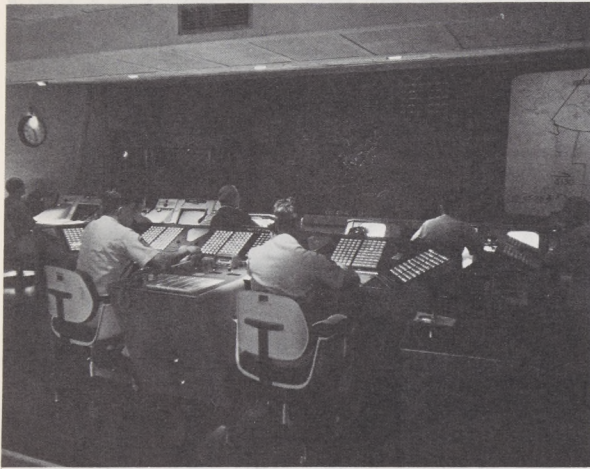


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# wonderful world of the western region



Deep within Colorado's Cheyenne Mountain is the North American Air Defense Command's Combat Operations Center. Display screen gives battle staff members an electronic look at sky and space approaches to North America. FAA's Western Region works closely with NORAD and other military elements.



FAA tower (left) and futuristic "theme building" never fail to catch the eye of travellers using Los Angeles International Airport, one of the busiest air transportation hubs in the world.



Many and varied recreational opportunities are available in coastal areas of FAA's Western Region.

## By Cliff Cernick

LOS ANGELES — There are many "Wests." To Zane Grey readers, the "sagebrush-and-tumbleweeds West" is a land of painted deserts, plateaus, canyons and looming buttes, where a man and his horse commune as one with nature.

On the other hand, the "Hollywood West" is a pleasure-loving domain of heart-shaped swimming pools, bikini-wearing starlets, way-out youth clans and a setting for spontaneous all-night revelry.

For the outdoor man, the "rugged West" is a primitive wilderness of mountains and forests—a hunter's and fisherman's paradise, with superb skiing to boot.

And there's the "aviation West," the one with which FAA Western Region employees are most familiar, whose five Areas take in more than 1,500 airports and 115,000 general aviation pilots. To service this large region requires an annual agency payroll of \$78 million.

To truly capture the region's many facets is difficult. Words, statistics, and photographs merely begin to tell the story. Only those who live and work here—as some 6,900 FAA'ers do—can savor its real flavor.

The first thing that impresses one about this region is its size. Its nine states—Arizona, California, Colorado, Idaho, Nevada, Oregon, Utah, Washington, and Wyoming—cover 916,996 square miles. That's greater than the combined area of France, England, Germany and all the Scandinavian countries!

Another impressive facet is geographical diversity. Deserts, mountains, sea coasts, vast agricultural areas, tremendous sections of forests and primitive areas—they're all part of the West. The nation's highest and lowest points—Mount Whitney and Death Valley respectively—come within the region's confines.

One approach to sizing up the Western Region, (which is headed by Arvin O. Basnight) is to look at its five FAA Areas, with their individual headquarters in Los Angeles, San Francisco, Seattle, Salt Lake City and Denver. Each Area is a "little West" in itself.

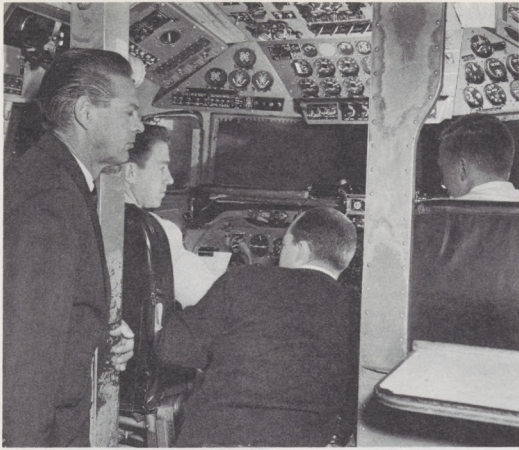
Los Angeles, headquarters for both the region and Los Angeles area (the latter made up of Southern California and Arizona), is a tremendous hub of FAA activity. As would be expected, the Los Angeles area has the bulk of the region's personnel—1,925 (plus 773 for the regional office).

Southern California has the globe's heaviest concentration of aerospace industry, including the huge aviation manufacturing complexes of McDonnell-Douglas, Lockheed, and North American. It has been estimated that about 75 per cent of the world's airliners come from two points in the region—Los Angeles and Seattle. The region's aircraft engineering division, under Robert H. Stanton, has great responsibility and great challenge in keeping a close tab on all phases of the region's aircraft production "from blueprint to blue sky." This includes current work on two aircraft which industry leaders say will revolutionize air transportation as we now know it: the Boeing 747, a leviathan of the skies, and the supersonic transport.

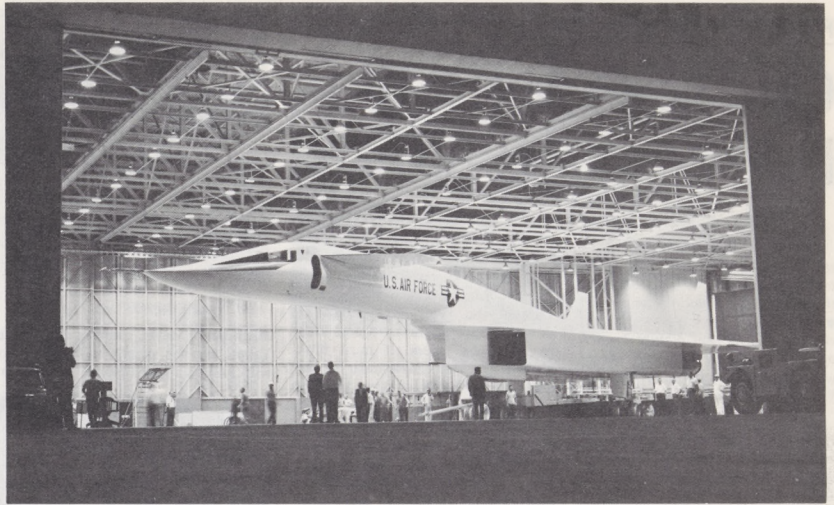
The Los Angeles area office is headed by John H. Hilton.

The San Francisco area, which takes in the Bay area and Northern California, has responsibility for about 124,000 square miles of land and the airspace above it. General aviation in the San Francisco area has grown phenomenally. The area is served by 224 general aviation airports and has 6,043 general aviation aircraft.

About 40 per cent of the vegetables



William Paxson (left), agency inspector, monitors a DC-8 simulator "flight" at the United Air Lines Flight Training Center in Denver. James A. Day, United flight instructor, sits in the left-hand seat during the training session with trainees D. R. Fowler and John Clickner (right).



Work on the Air Force's supersonic B-70, proposed military bomber, laid groundwork for development of the SST.



The Los Angeles area is a major producer of helicopters, both for service in Vietnam and for commercial uses. This is a glimpse of the production line at the Hughes' Culver City plant.



One of the biggest tourist attractions in San Francisco is its cable cars. Citizens have fought stubbornly to keep the ancient and colorful cars in use even in these days of "rapid transit."

consumed in the U.S. are grown within the area. A major role in the support of this vast agricultural empire is played by approximately 665 agricultural aircraft. The San Francisco area, headed by H. E. Aldridge, has approximately 1,300 employees.

**The Seattle area**—Oregon and Washington—commonly referred to as the Pacific Northwest, is a section virtually made to order for the outdoor man and his family. Fishing, hunting, skiing, and other recreational activities available here are such that the Seattle area has little difficulty in recruiting. One mighty industrial complex dominates this area's aerospace industry: Boeing. The Boeing 747 is being constructed at a huge new plant at Everett, Wash., north of Seattle. The SST is coming off the Boeing drawing boards in the Seattle-Renton area. The 1,033 FAAers in the Seattle area find both challenge and inspiration in being part of this fast-moving aviation picture.

**The Denver area**, which takes in Colorado and Wyoming, is a vital bastion in the nation's defense. At Cheyenne Mountain, near Colorado Springs, is the North American Air Defense Command's underground Combat Operations Center. Colorado Springs is the site of the U.S. Air Force Academy.

The Denver area is a center of general aviation activity, with more than 10,000 active pilots in the two states. Flying requires special skill in this section dominated by the mighty Rocky Mountains (more than 54 peaks soar 14,000 feet or more).

Veteran pilots say, "If you can fly in Colorado and Wyoming, you can fly anywhere." W. A. Stephens is manager of the Denver area, which has 928 employees.

**The Salt Lake City area**, headed by Vaughn Clayton, comprises the states of Utah, Idaho, and Nevada. It, too, contains many rugged sections, including spectacular snow-capped mountain peaks, the world's largest primitive area, and barren, high-altitude plateaus. FAA maintenance crews in one part of the area can be experiencing blazing heat, while those in another are being lashed by a blizzard sweeping a mountain-top radar site. The Salt Lake City area, too, is a busy hub of aviation activity, with more than 300 airports.

If you ask them, most FAA employees here would add a personal testimonial to serving the aviation public in this part of the nation:

"Horace Greeley was so right!"



Controllers at San Francisco Tower have "front row seats" at the pageant of air transportation flowing through this busy hub, much of it to the Far East.

## Feemster's Falls Are Few

# Our Man Who Skis For Your Air Safety

By John Nugent

Wrapping up two interesting stories in one . . . a system maintenance man who skis to work, and the rigors of making an FAA movie . . . author John Nugent, chief of the motion picture branch of FAA, tells the colorful tale of what happened in the snow-covered Sierra Mountains.

SQUAW VALLEY, Calif. — Harwin Feemster is actually on his way to work when he scrambles off the Siberia double chair at Squaw Valley's 8,800 foot level and skis 100 yards over a narrow ridge to a snow-buried Quonset hut.

Clutching skis and poles, he lowers himself through a narrow trap door, opening into a galvanized steel passageway. Then Feemster strides through this tunnel that snakes up the mountain for another 500 feet to Squaw Peak at the other end. Finally, he arrives at his "office," a snug shelter that also houses a Dr. Strangelove array of humming, beeping, and flashing electronics gear.

Feemster is an FAA systems maintenance technician whose job is to keep a VORTAC in working order over the Sierra Mountains. It would only belabor the point to underscore this technician's importance to pilots and their passengers, especially during treacherous winter storms.

I met Feemster at Squaw Valley last winter, while directing a film about some of FAA's 7,000 systems maintenance technicians who maintain about 10,000 air navigation aids.

For this episode I had to ski too, from and during work for five days. Not as much fun as it sounded, I was to find out later. It was February, and we couldn't have picked a better time to shoot. The previous week a vicious storm had marooned thousands of skiers in the Lake Tahoe area, as it dumped up to 20 feet of snow. Now there were blue skies, temperatures in the forties, and fine-textured packed powder everywhere. Skiing was fantastic.

We had contracted Warren Miller Productions for the camera crew and equipment, with Miller showing up for a day of pre-production planning. My cameraman was Don Brolin, a former ski instructor at nearby Snow Valley. The assistant cameraman, Rod Allin, owns the Old Duke Lodge at Mt. Snow, Vt., and instructs there when not making movies. Brolin had just finished shooting all the ski sequences in the Doris Day film "Caprice."

While I was having a hard time skiing with a 35mm still camera and a portable tape recorder hanging from my shoulders, Don and Rod lugged packsacks of motion picture equipment that weighed 30 to 40 pounds.

Whenever I called for a new scene that was on another slope—"Zot!!" Off went the crew like Olympic racers until they realized I wasn't quite hacking the mountain. Then I'd hear Don yell, "Wait for Mother Goose." Just following

in their tracks was as good as being in an advanced ski school.

Most of our shooting centered around 8,900 foot Squaw Peak and the Siberia area which was the start of the 1960 Olympic Men's downhill run. Certainly a challenge for the best skiers, it must have looked like the Matterhorn to the star of our show.

Feemster, originally from Texas, had just transferred from Alaska. He was only on his second ski lesson. However, tremendous nerve and powerful legs enabled him to overcome an absence of technique.

Both Don and Rod were used to shooting the world's finest skiers, so I shouldn't have been surprised when during our first set-up of Har coming down Siberia, Brolin looked up from his camera and commented, "He's locked in a cast iron traverse."

Even though Feemster's falls were few, it was difficult to get just two takes on a scene as it required climbing back up to the starting point. On the longer, more difficult sequences, he agreed to use a double. Even when an expert skier must perform an exact set of moves over a designated spot in front of a camera he can easily make mistakes. He skis over the wrong place, he loses his balance—he goes.

Finally it was time to shoot inside the facility. It took half a day to hand carry all our lights, cables, cameras, tripods and sound equipment from the Siberia lift to the top of Squaw Peak. The steel tunnel was built to protect technicians from being swept off the mountain by winds that frequently reach over 100 m.p.h.

We all became "believers" at five in the afternoon of the last day. We found ourselves stepping out of the base of the tunnel into a 50 m.p.h. wind.

The ski patrol had already cleared the mountain, and the sun was setting fast. However, we still needed a sequence of our star FAA maintenance expert putting on his skis, and heading home after a long day. A double couldn't be used, since we were getting close-ups. It had to be shot on the first take.

Feemster would be long gone, once he moved over the extremely steep ridge.

Rod and Don both trained their cameras on him to be sure of getting at least one good shot. We were all lying down to keep from being blown off the ridge. The first 20 feet of the run were bare ice. Twice the howling wind blew him over on his back before he could get started. Then on the third take he disappeared over the top.

I crawled to the edge to watch what I thought would be the greatest uncontrolled fall in the history of skiing. Instead, there was Feemster, *schussing* the mountain in the best tradition of an accomplished downhill racer.

For a brief moment it was the winter Olympics all over again . . . this time by an FAAer, as usual, doing just a little bit more and better than really expected.



### Lake Tahoe

Magnificent views, such as this one of California's Squaw Valley and Lake Tahoe, are not exactly new to Harwin Feemster. His previous tour of duty with FAA as a maintenance technician was in Alaska.



### It's Steep!

Feemster's falls are few, after a hard day's work as an FAA systems maintenance technician at Squaw Valley. Here he starts down the mountain from Siberia slope to his home below. In 1960, this was the spot where the Olympic Men's Downhill run began.



### Let It Snow

Feemster gets to know the many steps inside this long galvanized tunnel very well, as the "man on the mountain" who keeps an agency VORTAC functioning all year.



### Skiing Producer

The author of this article is not only an expert on skis when he races down icy slopes, he is also the agency's top motion picture producer who has won many film festival awards.



### Keep It Goin'

On the job inside the VORTAC atop Squaw Peak high in the Sierras, our "skiing maintenance man" checks electronic equipment to assure its accuracy.



### Sky Tunnel

After leaving the Squaw Valley chair lift at the 8,800 foot level, Feemster takes off his skis and enters a Quonset hut marking the entrance to a "tunnel in the sky." Taking the tunnel, he arrives at the shelter housing a VORTAC whose reliability he is responsible for as an FAA systems maintenance technician.

# 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:** I have a five part question. First—Why are electro-mechanical technicians classified as wage board (WB) and other technicians as general schedule (GS)?

**ANSWER:** Your job is classified in the wage board category, in accordance with law and Civil Service Commission regulations, because knowledge and experience relating to a recognized trade or craft is the paramount requirement for performing the primary duties and responsibilities of your position. The other technician job you are using as a comparison may well include some duties that require a knowledge of a trade or craft. If the technician position is classified in the general schedule (GS) category, it contains duties other than those relating to trades or crafts.

**QUESTION:** Why are there no advancement provisions for electro-mechanics?

**ANSWER:** There are, of course, provisions for advancement to the positions of wage board leader and foreman. As a result of questions such as yours, however, a study is being made of these jobs with the thought of establishing better career ladders, including the opportunity to move from wage board to general schedule jobs. You will be hearing more on this subject when the study, and related work, is completed within the next few months. Remember you can always use initiative to qualify you for better jobs.

**QUESTION:** Why did Public Law 89-512 authorize hazard pay for "classified" employees only?

**ANSWER:** Pay for classified employees, including hazard pay is fixed by law. Pay for wage board employees is fixed administratively, and adjusted by the head of each government agency consistent with the public interest and in accordance with rates paid by local private industry. Congress gave Classification Act employees the benefit of hazard pay, and FAA considered that it was appropriate to give the same benefit to wage board employees at the same time. See 3550-11, para. 51(b).

**QUESTION:** Why does the position summary say that the electro-mechanical technician assists in the operations, repair, modification, and maintenance of various systems when he is actually responsible for performing the work independently?

**ANSWER:** If this is true, your job description should be reviewed for accuracy by your supervisor. Your local personnel office will gladly lend a hand if needed.

**QUESTION:** Why do the area manager and the personnel office refuse to discuss my position description with me?

**ANSWER:** There is no valid reason for your supervisors or your personnel office to refuse any reasonable request to discuss your position description with you. Normally, it would only be appropriate for an area manager to discuss a job description with an employee if the employee was assigned to his immediate office or if

# Two Heroic Crews Honored by FAA

**BOSTON**—A Northeast Airlines flight crew which landed its crippled DC-6 safely last February after an explosive rupture at 15,500 feet had ripped away part of the fuselage, has been honored by FAA.

Presented with the agency's Award for Distinguished Service at ceremonies in Boston were Captain William J. Donahue, Saugus, Mass.; First Officer Daniel Pranka, Winchester, Mass.; Flight Engineer Jeffrey Kurtz, Winthrop, Mass.; and Margaret Dunn of Hialeah, Fla., and Theresa Ulbin of Lawrence, Mass., stewardesses.

George M. Gary Eastern Region director and William Cullinan, manager of Boston Area office, officiated at the presentation.

The Northeast aircraft was 15 miles southwest of New York's Kennedy Airport on a flight from Philadelphia to Boston when a rupture occurred in the fuselage and violent decompression followed. Structure was blown from the right forward section of the fuselage, damaging the two starboard engines and leaving a gaping hole measuring eight feet by four feet. Under Captain Donahue's leadership, however, the Northeast crew was able to bring the aircraft into JFK International Airport on the two remaining engines for a safe landing, while the stewardesses calmed the passengers and briefed them on emergency procedures.

**NEW YORK**—On December 4, 1965, Eastern Airlines Flight 853, en route from Boston to New York, collided with a TWA jet over Westchester County, N.Y. Mortally wounded by the impact, the Eastern aircraft crash-landed several minutes later on an open field.

Through an extraordinary feat of airmanship by the pilot, however, the death toll among the 51 aboard was very low. Counted among the victims was the pilot, who apparently had stayed with his ship in a vain attempt to rescue an injured passenger.

Last December 18, in recognition of the heroism of the pilot, Capt. Charles J. White, and the other four crew members, FAA's Award for Extraordinary Service, the agency's highest to non-FAA individuals, was awarded posthumously to Capt. White and to the four surviving crew members by George M. Gary, Eastern Region director, in a ceremony at regional headquarters.

Capt. White's 17-year old son, Victor, accepted the award for his father. Accepting for themselves were First Officer Roger Holt, Jr., Flight Engineer Emile P. Greenway, and Stewardesses Patricia Skaroda and Kathleen DePue.

In presenting the awards, Gary said, "... their conscientious and heroic efforts in the final few minutes of flight and upon impact, without doubt saved the lives of many passengers and reflects great merit upon the aviation community and Eastern Airlines."



## One Extraordinary Crew

George Gary (left), FAA Eastern Region director, met recently with an Eastern Airlines crew to present them with the FAA's Award for Extraordinary Service. Seen chatting with Gary are (left to right) Patricia Skaroda and Kathleen DePue, stewardesses; Roger Holt, Jr., first officer; Walter O'Neill, Eastern Airlines executive; Victor White, Capt. White's son; and Emile Greenway, flight engineer.

## 1968 LEAVE RECORD

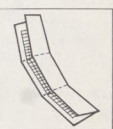
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On the job 8 hours A—Annual leave S—Sick leave  
C—Comp time H—Holidays Saturdays and Sundays

Note: Leave year for most classifieds begins Jan. 14, ends Jan. 11, '69

## It's Billfold Size

We hope you will find this handy leave record useful throughout the year to keep track of your leave and to plan ahead. Maybe with this you won't get caught in a "use or lose" squeeze at the end of the year. The little sketch (right) shows how to fold it to fit your billfold.



## "Sing-In"

Gathered around a massive tree in the lobby of the Washington headquarters building just before Christmas, employees sing out with the merriest of carols to introduce the season. Joseph Tippets, Associate Administrator for Personnel and Training, thought up the idea and asked Jack Embrey of employee relations to lead the singing. More than 200 headquarters employees participated in the "sing-in".

## 'Above and Beyond'

# BOOK REVIEW

A series of aerospace reference books has just been developed by New Horizons Publishers, Inc. tailored for junior high and high school students. Entitled *Above and Beyond*, this aerospace encyclopedia is designed to provide our nation's youngsters with informative answers to their questions on aviation and space. Although it deals

with highly technical subjects, the material is presented in an understandable and readable manner.

*Above and Beyond* publishers got a helping hand in this endeavor from experts in all phases of the aerospace field—from the military to industry, to the universities. And among the many contributors are five FAA employees. They are Robert O'Neil, special assistant for aviation education, Office of General Aviation Affairs; John W. Casey, education specialist, Office of Aviation Medicine; Irving Ripps, public information specialist, Office of Information Services; Mark W. Weaver, public affairs office, Aeronautical Center; and Nancy Koplinka, public information specialist, Office of Information Services.

the request was received through regular supervisory channels. Try again, through channels. Go first to your immediate supervisor and then if you are not satisfied, request permission to go to the next higher supervisory level, or to contact the personnel office. It is both Civil Service Commission and FAA policy to permit employees to consult their personnel office for advice and clarification.

# 'ARTS' in Atlanta Gets World Interest

ATLANTA—The semi-automated Advanced Radar Traffic Control System (ARTS), operational in Atlanta Tower for more than two years, is still a worldwide drawing card in aviation circles. Latest international visitors include four EuroControl Agency representatives from Belgium.

Because EuroControl is now planning to establish a computer-equipped air route traffic control center in the Netherlands, their prime interest was in the automated services provided by ARTS in a busy terminal environment. Their entire three-day visit was spent in the TRACON here, observing pro-

cedures and being briefed on the prototype system.

Also included on their U.S. itinerary are visits with FAA research and development personnel in Washington headquarters, Jacksonville Center's NAS En Route Stage A, the National Aviation Facilities Experimental Center at Atlantic City and New York's TRACON "M."

EuroControl Agency is a non-profit organization established by participating countries in Europe for the control of common airspace, installation and maintenance of navigational aids and other aviation matters.



### Electronic Brain

EuroControl Agency representatives (left to right) Horst Gunther, West Germany; Victor Vachieri, France; Denis Watkins, England; and Marcel Welele, France; escorted by Assistant Tower Chief Richard Cosgrove, listen as Howard Burch (right) supervisory air traffic specialist, explains how ARTS computers automatically provide flight data to controllers working the busy Atlanta Municipal terminal area.

## FAA Task Force To Help Unsnarl New York's Skies

NEW YORK—The greatest concentration of air traffic in the world is found in the skies over this vast metropolis.

What's more, the volume continues to grow like Topsy.

In a move designed to help prevent complete chaos, the Eastern Region last month created a seven-man body, called the Airport Development Task Force.

Named to head the group was Wayne Hendershot, deputy regional director. Commenting on the task force's formation, Hendershot observed:

"The New York metropolitan area is the most complex in the world, as far as air traffic activity is concerned. Many studies have been made, and countless committees have been formed, to study and analyze airport and air traffic problems. However, much remains to be done. It is in recognition of this fact and the obvious need for new methods to cope with the continued dynamic increase in air traffic that this task force has been formed."

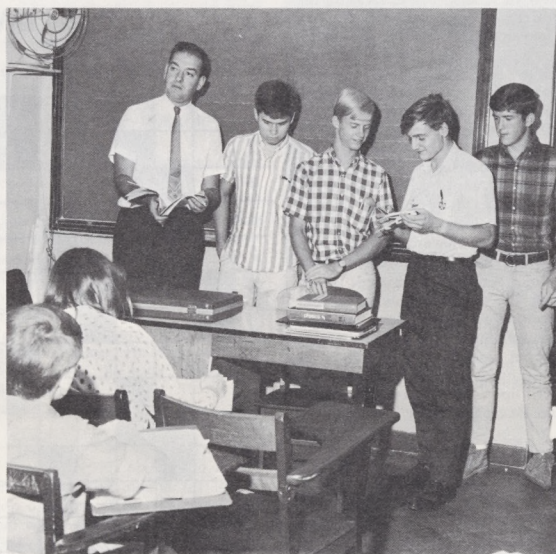
In addition to Hendershot, the task force consists of: Frank Carboine, airports; Harry Bernard, flight standards; Thomas Rigdon, air traffic; Robert Brown airway facilities; Chris Walk, New York Area manager; and Benjamin Darden, noise abatement officer.

Specifically, Hendershot reported, the task force shall:

- (1) Review and analyze the airport development plans of the New York Port Authority, and assist NYPA to the maximum extent possible.
- (2) Act as the focal point for coordination with the Aviation Department Council, composed of FAA, Port Authority and airline officials.
- (3) Advise the regional director on such vital issues as airport development, establishment of reliever airports, improvement of the air traffic control system, and the development of a fourth jet airport to serve the New York area.

A matter the task force will explore thoroughly is the establishment of V/STOL reliever airports in the heart of New York City.

Manhattan already has several heliports but more are needed, as well as facilities to handle STOL (short takeoff and landing) aircraft.



### Lift--Drag--Pitch--Roll

Gordon Wight, chief of the Civil Aviation Assistance Group in Rio de Janeiro, explains fundamentals of flight and forces on an aircraft to a class in the American School. Duncan Monaco (right rear corner) who sparked inclusion of flying education in the curriculum, is the son of Frank Monaco, FAA representative in Rio.



### Tomorrow's Pilots

A great motivator in getting high-school students to get more out of their studies is to include flight training theory into classes, according to the head of the American School in Rio de Janeiro, Brazil. Dr. Albert Brown, (left) school administrator, introduces leaders of the newly formed Aero Club (left to right): Dr. Brown, Bob Grace, Jr., Charles Curtiss, Duncan Monaco, president, and Calvert McCluskey.

## Agency Man's Son Helps Set Up Rio Flying Club

RIO DE JANEIRO, Brazil — Duncan Monaco, 17-year-old senior at the American School here and son of Frank Monaco, FAA representative in the Rio International field office, has planted the seed for the first FAA-approved flying school in this beautiful city.

Young Duncan, who holds FAA and Brazilian private pilot licenses, captured the imagination and support of his school administrator, Dr. Gilbert Brown, and 25 fellow students with his enthusiastic discussions on the merits and pleasures of flight training.

To further fire the interest of his schoolmates, he took many of them up for flights over beautiful Rio. Duncan then used his position as news editor on his school paper to obtain front-page publicity for his pet project.

Almost overnight, an aero club was formed. Dr. Brown's enthusiasm was proved by his offer to incorporate the theory portion of flight training as a part of the school curriculum, with high school credits to students completing the course. The 25 students enrolled immediately.

Frank Monaco, Duncan's father, met with the fledgling group and faculty, briefing them on the proper course of instruction needed and FAA requirements for a private pilot certificate. He assured them of the full support of FAA in the development of a ground school and flight training program.

### American Staff Guides Club

A staff was organized to guide the new aero club. This staff in-

cludes Duncan's mother, Elsie Monaco, a licensed pilot; Gordon Wight, Chief, Civil Aviation Assistance Group; Bob Grace, U.S. Weather Bureau advisor in Brazil, and Colonel Stoltz, USAF representative in Brazil and a flight instructor. These individuals will regularly conduct classes several days each week after school hours.

Obtaining an aircraft for flight instruction presented an immediate challenge to the energetic group, but not for long. On learning of the club's plans, Brazilian civil aviation officials were very receptive, as was the president of the Brazilian Flying Club. He graciously offered the use of his aero club's aircraft.

In fact, the Brazilians became so interested that they now are pursuing the idea of incorporating the American School Aero Club and the Brazilian Flying Club into a consolidated program that will conform with FAA standards. Their enthusiasm also prompted a request that the U.S. Agency for International Development (AID) translate into Portuguese FAA's "Private Pilot Handbook," and print several thousand copies of the translation for use of other aero clubs throughout Brazil. The USAID has agreed to assist in this effort.

FAA representative Frank Monaco believes that because the agency, the U.S. Embassy, USAID, and the Brazilian Government are strongly backing this embryonic club, it should enjoy great success and help project a favorable image of FAA throughout this vast South American country.



### Big Band Juniors

The Kansas City Federal Building cafeteria was swinging recently as the "Saxophonics" entertained Federal employees during lunch. The group of ten youngsters from 10 to 15 years old includes Tim Frets (second from left), son of Joseph H. Frets, public affairs officer for the Central Region.