



### They Made It

Six FAA employees from the Los Angeles FIDO recently plunged into the icy Pacific for at-sea survival training. Wet but happy, they show they survived (left to right): Bill Jenison, Norman Lahti, William Talunas (FIDO chief), Martin Prettyman, Martin Davis, Gus Sermos and Lt. William Warren.

## Employees 'Dunked' In Realistic Sea Training

LOS ANGELES—The six FAA men and the Coast Guard lieutenant—all wearing Mae West gear—leaped overboard from the Coast Guard cutter. Then it steamed away, leaving them five miles off the California Coast, bobbing up and down in the chilly waters of the Pacific.

This recent incident was part of a day-long survival course provided FAA flight crews by the Coast Guard in Los Angeles. The orientation is required at least once every three years by FAA crews who make overwater flights.

"We jumped overboard and made our way to a life raft," said William Talunas, chief of the Los Angeles flight inspection district office. "We remained on the raft more than an hour, during which Coast Guard Lieutenant William Warren gave us detailed survival instruction."

At one point, the crew ignited brilliant orange smoke flares visible for many miles. Shark repellent was thrown into the water, as was a dye marking chemical.

Later, the Coast Guard Cutter "Point Bridge" returned to the scene and retrieved the soaked "survivors."

At-sea survival training was preceded by several hours of in-

struction on oceanography, at-sea ditching, and practical survival problems. The exact location of the raft supplies, including food, medical equipment and fishing gear was pointed out to each participant.

"This is an excellent example of the fine cooperation existing between FAA and the Coast Guard," Talunas said.

Fourteen employees in the Los Angeles FIDO office participated in the program.

## Appeal Rights Extended To Trades, Crafts

WASHINGTON — The Civil Service Commission has issued regulations that extend to 800,000 Federal employees in trades, crafts, and labor occupations the right to appeal to the Commission for review of the correctness of their job classifications.

"White-collar" workers already have such a right of appeal.

Effective January 15, the new regulations placed into effect a pro-

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## Office of P & T Realigned To Provide Better Service

WASHINGTON—Administrator McKee has approved a realignment of the Office of Personnel and Training in order to make the best possible use of P & T's people. Now in effect, the move is in accord with the agency's changing needs today and in the future, according to Joseph H. Tippetts, Associate

Administrator who heads that vital FAA function.

The newly formed Office of Personnel and the Office of Training each will be responsible for carrying out the traditional personnel and training functions as the program organizations concerned with current and shorter-range agency needs.

The Manpower and Planning Staff, on the other hand, will be concerned with future programs. They will anticipate advanced programs to meet the agency's changing requirements and prepare longer-range manpower and career development plans; and will respond to manpower challenges of the future—such as aviation growth, automation, etc.

"The personnel and training organization will aim for more comprehensive programming, improved communication, greater responsiveness and better service," says Associate Administrator Tippetts.

### Key Personnel Assignments

• Earl J. Anderson has been named the new Director of Personnel.

• William W. Heimbach is his deputy.

• Thomas J. Creswell has been designated Director of Training.

• Ellis A. Woody is Director of the Manpower and Planning Staff.

• Thomas J. Jaenicke heads the Executive and Military Personnel Staff.

All these organizations will function under the executive direction of Joseph H. Tippetts, Associate Administrator for Personnel and Training, and John W. Godbold, Deputy Associate Administrator.

Mrs. Ethel Cohen will serve as Assistant to the associate administrator.

As illustrated (see chart bottom page 7), the new organization sets up a separate Office of Personnel and Training.

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## First U.S. Flight Is Relived By FAA Balloonist

PHILADELPHIA—The big, gaudily-painted balloon lifted slowly from its mooring in a parking lot here one recent afternoon and went up, up and away—just like in that airline commercial.

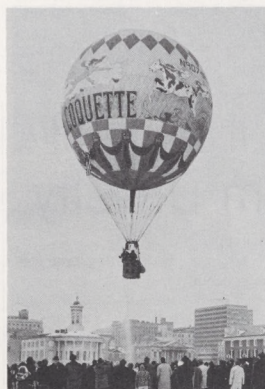
Standing in the basket and waving jauntily to the assemblage below were Peter Pellegrino, North Philadelphia Tower chief and his copilot, Francis Shields. The intrepid duo was making the flight to mark the 175th anniversary of Frenchman Jean Pierre Blanchard's balloon ascension from the same spot in 1793, the first air flight in America.

"La Coquette"—the balloon that starred in the motion picture "Around the World in 80 Days,"—continued rising 2,000 feet and headed towards the Delaware River into New Jersey, its eventual landing spot.

Pellegrino and Shields sailed on across New Jersey, eating chicken salad and ham and cheese sandwiches as they went. It was different for Pellegrino and Shields than it was for the Frenchman, but perhaps there were certain similarities. Consider a passage from Blanchard's notes describing his flight:

"I could not help being surprised and astonished when . . . over the city, I turned my eyes towards the immense number of people covering the open places, the roofs of the houses, the steeples, the streets and the roads, over which my flight carried in the air. What a sight! How delicious to enjoy!"

When Blanchard took off in 1793, President George Washington presented him with a letter of



### Up, Up, and Away

Philadelphians watch in awe as FAAer Peter Pellegrino dumps sand from the basket of La Coquette, causing the balloon to rise for a journey that ended up in nearby New Jersey. In 1793, the first balloon ascension in America was made from the same spot. The balloon was seen by millions of moviegoers in "Around the World in 80 Days."

introduction addressed "To whom it may concern." In 1968, Philadelphia Mayor James Tate gave the FAAer and his sidekick a similar letter and a bundle of Philadelphia souvenirs to be passed out when La Coquette descended—miniature Liberty Bells, "I Like Philly" buttons and other trinkets.

Pellegrino, as a member of the Balloon Club of America, has been doing this sort of thing for a long while. "Some people collect stamps, others play golf," he says. "To me ballooning is the greatest way to enjoy myself after a busy week. Planes are fine, but where is the adventure? The pilot knows where he is going to land, but up there in that open basket I can only guess."

## Son Cites Cause for Which He Died

OAKLAND, Calif. — Before leaving for Vietnam in November 1967, Gary Meridith, 21, handed a letter to his father, Dorien Meridith, assistant operations officer of the center here.

Gary, eldest of Meridith's three sons, asked that the letter be opened only if he was killed in action.

Gary was a corpsman with the 2nd Battalion, 5th Regiment of the 1st Marine Division.

On Friday, January 5, the Meridiths received a telegram from the Defense Department stating that Gary had been killed in action. The family opened Gary's letter which read:

"Dear Folks,

"When you read this I will be dead. I will have died without any fear of what is to come and I will have died doing what I think is more important than living—fighting for my country and its ideas. I died trying to bring the world to a state which is free and safe for others in the hopes that they will not have to go through what I have been through.

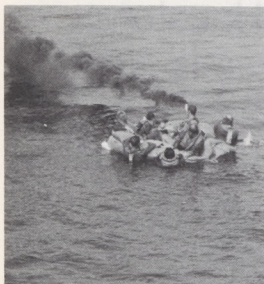
"I know that my death was a great shock to you and Janeen and others close to me, but I want you to know that it was expected by me and I was willing to accept it if it happened. For I have had a good life with my two families (Janeen's

and mine) in the greatest country this world has ever seen, a country in which the people are, and always will be, free as they were meant to be. This is the greatest gift of all in this world today. I am proud to say that I died fighting for this country's ideas and beliefs and for the freedom of the generations to come and continue our greatness.

"I sincerely hope Gene and Greg will never have to experience what I have in order to feel this way toward their country.

"I hope you will look after and help, as much as possible, the one person I want to be protected most of all—Janeen. I don't know at this

(Continued on page 3)



### Men Overboard

Brilliant orange smoke provides a visual S.O.S. as our six hearty Western Region FIDO men simulate being lost on their life raft and being rescued by the Coast Guard.



### For his Country

This photo of Gary Meridith, son of an FAA employee, was taken during Yuletide truce in Vietnam. His poignant letter to his father tells why he gave his life willingly.



### Old Markings Okay

Antique airplanes are now defined by FAA as having been built 30 or more years ago. Marking restrictions on antiques and exhibition planes such as this Staggerwing produced in 1934 by Walter H. Beech (above), have been lifted. Instead of carrying numbers on fuselage side, flyable "oldies" now can carry numbers as they appeared originally. Airworthiness symbols also have been reinstated—the "C" after the "N" on the tail indicates standard category; but tail markings should be on one line regardless.

## 'You Fix and I'll Inspect' Idea Gone from OK City

By Floyd Gibson

OKLAHOMA CITY—The 88th Congress defined quality control as "assurance that man and equipment will do what they are supposed to do at the right period of time, in every phase of long and complicated operations."

Today it has been refined to a point that would not be recognized as having evolved from those early days when men first tried to do the job right the first time.

Take, for example, aircraft inspection, and the Maintenance Analysis Program developed for FAA aircraft by the Aeronautical Center's Aircraft Services Base. The old "you fix it and I'll inspect it" concept has no place in quality control as practiced at the ASB.

For two years, the ASB planned, tested and developed a maintenance analysis program which now is resulting in tremendous savings in maintenance of agency aircraft.

### Has Full Analysis Capability

Carrying out the latest, proven techniques in quality control, the ASB established its program to provide a full analysis capability for the FAA fleet, including the airframe, engines, appliances and avionics and specialized flight inspection systems and components.

Goals of the program are elimination of the costly 100 per cent inspection of all items, reducing inspection in routine non-airworthiness areas, complete concentration on problem solving, and upgrading the safety of the aircraft. These goals now are being realized.

Through the ASB system, a continuing program of analysis is maintained to detect and evaluate possible problem areas in the agency aircraft fleet and their maintenance. When possible problem areas are suspected or identified, analysts conduct investigations to determine if a valid problem exists. Further investigation defines the actual nature and extent throughout the fleet and evaluates the total impact and scope.

Recommendations then are made for specific actions. Some of these include:

- Adjustment of the time between overhaul for aircraft, engines and equipment;
- Adjustment of the scope and frequency of inspection and main-

tenance;

- Changes in operating practices and procedures;
- Modification of aircraft and equipment;
- Changes in overhaul procedures and specifications;
- Selection of improved equipment and parts;
- Special training requirements and updating of supply requirements and procedures.

### Four Key Sources Of Data

The ASB uses many sources of data for its analysis, but four key sources are prime, with automatic data processing techniques applied whenever justified.

These include:

- The aircraft log for the pilot and crew information;
- The reparable/condemned part tag which provides information on component removal and shop findings feedback both at ASB and in the Regions;
- The maintenance/inspection worksheet, to list discrepancies and make corrective actions; and
- The aeronautical reliability report, which supplements the aircraft log sheet and reparable/condemned part tag information.

The ASB maintenance analysis program was thoroughly conceived and developed. In 1964, personnel looked over many quality control systems and selected those parts most suitable for the FAA internal operation.

In 1965 and 1966, aircraft test programs were conducted, with some time before overhaul's (TBO) being extended. Also in 1966, with the cooperation of the Western Region, the reparable/condemned parts tag was thoroughly tested, which resulted in immediate improvement in ASB support.

No segment of the program was installed prior to complete testing of its potential.

### Safety Is Improved

What will be the total safety factor improvement in FAA and other aircraft as a result of this program? No one can say, except that safety is being improved substantially under the program.

What will be the annual dollar savings?

Achievement of their objectives will enable the ASB to realize a cost avoidance of \$223,548 during FY 1968.

# Historic Antique Aircraft Can Be Authentically Marked in Detail

By Irving Rippes

WASHINGTON—Aeronautical antiquarians who own a Beech Staggerwing, Tiger Moth, Curtiss Pusher, RAF Spitfire, Nieuport, or any other antique or exhibition aircraft can now restore the original markings practically down to the last authentic detail, FAA has ruled.

Except for certain operating conditions, the agency's action opens up a wide range of additional marking possibilities for such planes, permitting owners to point up the aircraft's authentic and classic markings in any size, shape, manner and location desired, including use of wing surfaces.

In the case of planes operated solely for exhibition or for movie and TV production, the new rules permit operation without any of the required nationality and registration marks, but with any other markings the owner may choose.

Under the new rules, antique aircraft may now display an airworthiness letter symbol as part of the aircraft's official identification marking. The letter used would be one appropriate for the airworthiness certificate carried by the plane, such as "C" for standard airworthiness, "R" for restricted airworthiness, "L" for limited, and "X" for experimental airworthiness. Once allowed, the use of such symbols has been prohibited for many years.

The required minimum two-inch identification marking either on the sides of the tail or the fuselage remains in effect under the new rules. It consists of the letter "N" for U.S. nationality followed by the aircraft's registration number.

The new rules further change the standard for classifying an aircraft as antique. Until now, aircraft were classified as antique if they were certificated before January 1, 1933. Replicas of such planes, regardless of when certificated, likewise fell in the antique class. Now, antiques are defined as those built 30 or more years ago, regardless of when certificated. Replicas continue to be classed with antiques regardless of when built. This new method of classification will automatically enlarge the antique airplane group each year.

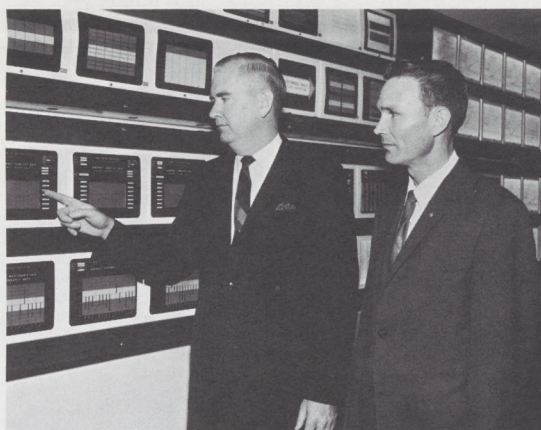
In 1960, FAA issued new aircraft marking rules in an effort to standardize and facilitate identification of aircraft for purposes of national security and other reasons. The rules required that markings, in general, be not less than 12 inches high and shown either on the sides of the tail or fuselage. In 1963, FAA relaxed the 12-inch height rule for antique planes to permit use of a two-inch minimum marking, thus giving owners some leeway in reverting back to some of the earlier marking schemes.

Antique airplane operators are given still more freedom under the

new rules which authorize use of any type of marking anywhere on the plane, in addition to the officially required "N" marks, including duplication of the "N" mark, if desired, on the wings or any other place. However, if the letter "N" is used anywhere at the beginning of a marking, then that marking must exactly duplicate the content of the official mark, but not necessarily the size. This requirement is made to avoid any possible confusion over the aircraft's official identification.

While the new rules exempt exhibition aircraft from displaying identification marks of any kind, provision is made for closely monitoring their "off-location" flight operations by restricting their operations to the immediate vicinity of the exhibiting or working location, or to flights between operating location and base of operations. Flights between operating locations will require a flight plan be filed with air traffic control.

Persons holding FAA operating certificates authorizing the conduct of air carrier or commercial operations are prohibited under the rules from using antique marked or exhibited aircraft in such operations. Moreover, these aircraft may not be flown through an Air Defense Identification Zone without displaying temporary standard markings, or flown in foreign countries without their permission.



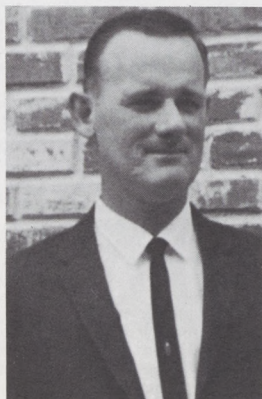
### Maintenance Status

Harold K. Harvell (left) formerly chief of quality assurance in quality control at the Aeronautical Center, discusses status of one of the aircraft maintenance program charts with Donald J. Stroud, of quality assurance. Harvell recently transferred to the Aeronautical Center evaluation staff.



### Data Pile

H. H. Schoech, engineer in Western Region flight testing, peers over a towering stack of data all compiled for the North American "Sabreliner"—just one model of aircraft over which the aircraft engineering division has certification jurisdiction.



John Imhoff

## AT Specialist at Houston Thinks Law Degree Is Help

HOUSTON—An air traffic specialist at the center here believes all ATS trainees should be given an abbreviated course in law along with their study of separation standards and phraseology. To prove his point, he got a law degree.

John T. Imhoff was awarded a bachelor of law degree from La Salle Extension University. Every day for the past 37 months he has worked on the course, budgeting his time among work, study, wife and six children.

"My total aim in taking the law course was to prepare myself for my FAA career," he said. Enthusiastic about his achievement, Imhoff

feels that a knowledge of law will help him more fully understand and interpret FAA directives.

Imhoff entered on duty with the FAA in 1957 at the San Antonio Center and has been a controller since 1958. In 1964 he was selected to serve on the National Controllers Procedures Committee (CopCom) and has been an active member since.

He says he may never practice law as a profession and thus never win a case. But he feels he is a winner every day when he comes to work, because he is better prepared to meet the responsibilities of his job as an air traffic specialist.

# 'Ladies Day' Is Held In Honolulu for Wives Of Oahu Employees

HONOLULU — The success of earlier meetings of Phillip Swatek Pacific Region director, with FAA wives on Wake Island and Samoa sparked plans for similar meetings with distaffers on Oahu.

Recently, wives of Oahu-based employees met in the regional office conference room for a half-day orientation program which included presentations by staff officials, screening the FAA movie "Flight," and a brief headquarters building tour.

Speaking before a near-capacity group, Swatek told the wives that although aviation has generated and speeded changes all over the world, the change is more apparent in the Pacific area.

He described the Pacific as "becoming the ocean of the future, as predicted. It is no longer the awesome barrier it once was to travel, to the exchange of outlook and goods, or to development of a community of interests."

### Husbands Are Important

Swatek told the ladies that their husbands, whether in air traffic control, flight standards, maintenance, accounting, or any of the other support activities, are directly involved in the change—through aviation—which is taking place in the Pacific, and that because of this involvement, the wives are involved also.

"What your husbands are doing," he added, "is important to the community, our nation, and the future of the Pacific, since so much depends on safe, productive flying."

Staff members participating in the morning program were: Captain W. C. Moore, deputy director;

Charles Aldrich, executive officer; Donald Long, chief of air traffic; Norman Thompson, chief of airway facilities, and George Miyachi, public affairs officer.

Assisting in greeting and serving refreshments during the coffee break were Margaret Sakata, Barbara Ricketts, Deanna Miller, and Elsie Knudsen.

The following week the wives were treated to a tour of the Honolulu Tower facilities.



### Good Morning, Ladies

At the first FAA wives' orientation session held in Honolulu, Phillip M. Swatek, Pacific Region director, tells ladies of the important role played by their husbands in the promotion of aviation safety. A brief tour of the headquarters building followed presentations by other staff officials.



### Questions?

Kenneth Fisher, operations officer at Honolulu Tower, is surrounded by interested FAA wives. Fisher, who has taken countless numbers of visitors through the tower facilities, found the wives to be very responsive.



### Engrossed

Mrs. Lisa Groth stares hypnotically at radar targets as Honolulu Tower's Hal Loo explains to a group of FAA wives how terminal radar is used at the Honolulu International Airport. A guided tour of facilities followed.

### Dulles Tower A Tourist Mecca

CHANTILLY, Va.—Dulles Airport's control tower proved to be a prime sightseeing attraction in 1967, according to Robert Logan, tower chief.

During the past year, 1,500 facility tours were conducted for 4,359 visitors, Logan reports.

The people came from the United States and 16 other countries, among them Russia, South Vietnam, Saudi Arabia and Austria.

# 'Sagebrush Field' Now One of the West's Busiest

MOSES LAKE, Wash.—When the Air Force decided to "surplus" Larson AFB in central Washington in 1945, there were those who predicted that the magnificent airport in this sparsely-settled section of the northwest would revert to the gophers and tumbleweeds.

But just recently, within 15 months of the establishment of the FAA tower at Grant County Air-

port (Larson's new name), the 100,000th civil aircraft operation was recorded.

Total traffic for fiscal 1967 was 82,455. Robert O. Blanchard, Seattle Area manager, estimates calendar 1967 traffic will exceed 102,000 operations.

Larson AFB was built during World War II. Fighter pilots trained here before going overseas. The airport has two large runways, one 13,500 by 300 feet and one 10,000 by 200 feet.

After the war, the Air Force turned Larson over to the City of Ephrata. Having faith in the future of the airport, the city (population 7,050) kept the airport in good repair.

There is virtually unlimited parking space for aircraft on the huge airport compound. Runways can take the largest aircraft, having been designed to withstand the weight of loaded B-52s and KC-135 tankers.

However, for many years, one very important ingredient was missing—air traffic. That was until two years ago when major airlines decided to take advantage of this area's uncrowded skies, generally clear weather and excellent air navigation aids.

Other developments helped. A local flying service commenced op-

eration and nearby Big Bend Community College launched an active two-year flight program, using the field's ample facilities.

## Vietnam Letter

(Continued from page 1)

date if I will be married to her now or not, but whether we are married or not I want her comforted and helped when it is needed and as much as possible because I know I would have done everything I could to make our life together the best for the two of us.

"Maybe I have died at a young age, but I died with definite beliefs and am not sorry for standing up and fighting for them. Someday all of us will be together again for eternity. I send my love to you all

and say 'Be proud, not sorry, for it was for his country—the greatest country and the greatest people ever.' Good-bye to all of you—Gary"

On January 24 the California State Senate unanimously passed a memorial resolution which named Gary Meridith as "a brave young man who died for a cause he believed in."

Gary was a 1964 graduate of Washington High School in Fremont. He was a member of the school's football and swimming teams and planned to study architecture at Tulane University. He was attending Hayward State College when he decided to enlist in the Navy as a corpsman because he "didn't want to kill anyone and didn't want to be a card-carrying marcher."



### Brisk Year Ahead

Clyde Owen, airport manager and Wilmer W. Cope Jr., chief controller discuss brisk future expected for Grant County Airport in Washington State.



## HORIZONS

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## Specialists Help Nab High Flying Suspects

SARASOTA, Fla.—A pair of high flying suspects were apprehended recently at Sarasota-Bradenton Airport, thanks to efficient law enforcement officers and two alert controllers.

During a routine afternoon watch, the sheriff called Sarasota Tower personnel to be on the lookout for a Beechcraft "Musketeer" believed to be flying somewhere in the south Florida area. Its pilot and passenger were wanted for questioning in connection with a series of recent thefts of aircraft radio equipment in the Southeast.

According to Watch Supervisor Ronald Billib and Controller Francis Dyer, five-and-a-half hours later, at 7:30 p.m., the pilot of a "Musketeer" contacted Sarasota Tower, identified his plane (it was the plane sought), and requested local weather and landing instructions. The tower answered, then quickly notified the sheriff, who dispatched deputies to the airport.

Shortly thereafter, the Musketeer pilot switched frequencies to Tampa radar approach control to verify his position. When he switched frequencies, Sarasota Tower then notified Tampa approach control that the occupants were wanted and asked Tampa to keep them apprised of the plane's movements.

Tampa then vectored the "Musketeer" through the Tampa Bay area and returned control to Sarasota. The pilot again contacted Sarasota and was given landing instructions. After making four or five sweeps around the airport, the plane landed routinely and was given normal line handling to the

parking area. The plane's engine was cut, and the occupants alighted, unaware that deputies were awaiting.

As the two suspects casually walked around the plane, the deputies emerged, identified themselves, and attempted to place them under arrest. At this moment, one of the suspects broke into a run, while the other fell flat to the pavement. One of the deputies, in hot pursuit, ordered the man to stop, then fired a shot into the air. The man quickly halted, was handcuffed, and was placed, along with his partner, in the Manatee jail.

The pair was charged with breaking and entering, grand larceny, and passing worthless checks.

### Cache Is Confiscated

After jailing the men, deputies returned to the plane, searched it, and confiscated a cache of more than \$7,000 worth of aircraft radios and components. Deputies related that this was believed to be a part of more than \$30,000 worth of gear stolen in recent weeks by these alleged "flying filchers."

The two men were suspected of flying into various airports in the southeastern area, since similar equipment from airplanes at several airports had been reported missing. "Hold" orders for these two men were also received from several other counties in Florida.

Deputies praised the Sarasota Tower personnel and conveyed the sincere appreciation of the sheriff's office for FAA's cooperation and the controllers' assistance in apprehending the wanted men.



### Nice Guys

Two cute little girls greet an FAA delegation which presented them a check for \$1,512, the proceeds of an annual fund drive for the Crocheted Mountain Rehabilitation Center. Facilities represented are the Boston ARTCC, Nashua; the Lebanon FSS; Manchester Tower and Concord FSS and AFS, all in New Hampshire. Luther Grimes of the center (standing fourth from left) accepted the check. Kneeling (left to right) are Bernard Arseneau, Robert Barnard and Charles Blackman. Back row: Gordon Garland, Robert Harrington, Robert Bannister, Terrance Devaney, Edward Bush, Nelson Perron and Daniel Carr.

## Runway Lighting Studied By FAA In Fog Chamber

BERKELEY, Calif.—At what level of limited visibility—fog, haze, smog, etc.—can present runway lighting be seen by a pilot for a safe approach and landing?

How does visibility vary depending on the degree of background brightness, day or night?

To get actual numbers and answers to those questions was the purpose of a systematic test program carried out at the FAA fog chamber, operated by the University of California Institute of Transportation and Traffic Engineering. The fog chamber is a 1/10-scale simulated runway, with fully-equipped variable lighting system and controllable visibility conditions.

Experimenters at the Institute developed a special photometric method to measure the effectiveness of lighting system elements under varying conditions. The method is based on a scientifically defined quantity called photometer detection contrast, which then is correlated with the pilot's visual function. Full details of the test method are described in technical report No. RD-67-33, "Photometer Detection Contrast and Visibility of Runway Lighting in Dense Fog," June 1967.

Photometric data was obtained in both daytime and nighttime visual ranges of 1200, 900, and 700 feet. Based on the number of lighting elements that would be visible, test results showed the lighting system would become marginally effective for visual guidance in a daytime fog of 900-foot visual range. In a nighttime fog, the same would hold true for a visual range of 700 feet. When visual range was reduced to 700 feet in daylight, the system would no longer provide effective visual guidance, test results showed. However, more physical measurements, simulation experiments and test flights will be required before any final determination can be made.

## Honolulu Flight Instructor Clinic Draws Record Crowd

HONOLULU—A flight instructor refresher course, first of its kind to be held in Hawaii, attracted 98 per cent of all certified flight instructors in the State. Attendance "appears to be the highest, percentage-wise, of any state of the 43 that have gone into this program," observed FAA Academy's Carl Edmison. He headed a team of three Academy and five Pacific Region instructors.

The three-day course was attended by 55 flight instructors, plus 10 pilots who were preparing for their flight instructor's certificate.

John Vaughan, Pacific Region general aviation chief, in praising the success of the effort, said "the FAA looks to its certificated instructors as the backbone in providing safety in flight." He feels the course will do much toward reducing general aviation accident rate.

Besides Edmison, Academy instructors were Wallace Montgomery and Frank Jamison. They covered the subjects of fundamentals of instruction, flight maneuvers, and instruments and performance.

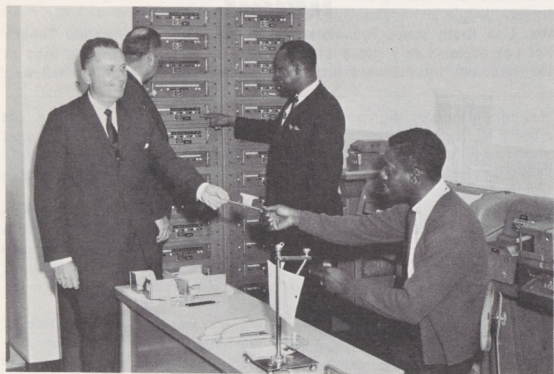
Other instructors participating were Pacific Regioners who covered topics pertaining to their areas of

operation. They were Joseph Hao, chief, Honolulu FSS; Charles Chadwell, watch supervisor, Honolulu Tower; Dr. Casimer Jasinski, regional flight surgeon; Lee Watts, Honolulu IFSS; and Roy Owen, operations inspector, Honolulu GADO.



### Lady Examiner

Carl Edmison, FAA academy instructor, uses a model airplane to explain techniques of high speed turns to Mrs. Janet Hitt, one of 55 certified instructors who attended Hawaii's first instructor clinic in Honolulu.



### New FSS

Arvin O. Basnight (left), Western Region director hands "key" to new Los Angeles FSS to teletype operator Robert Burton. The FSS was moved to new quarters in the hangar complex recently. Kermit Clark, electronic technician (standing at right), explains operation of automatic teletype equipment to John H. Hilton, area manager.



### For Special Service

For services beyond normal in the Washington headquarters mail room, George W. Atcherson receives a Special Service Award by James T. Murphy (left), manager of headquarters operations. Looking on were Francis G. Quander, chief of incoming mail and immediate supervisor, and Fred R. Tucker (right), chief of mail services.



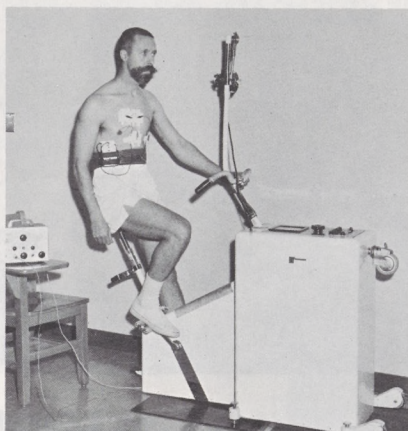
### Tribute

"Saluting the Colors" follows dedication of the main street in FAA's Cardenas Village in Balboa, to the memory of Lt. Frank A. Rybicki, Jr., son of Mr. and Mrs. Frank Rybicki, Canal Zone youth killed in Vietnam. Rybicki is an FAA maintenance representative in the area. Also participating in the dedication and unveiling ceremonies were Major General Chester Johnson (left rear), commanding officer, U. S. Army Forces Southern Command; Area Manager James Beasley (right rear), and Lt. James Proctor, West Point classmate of Lt. Rybicki.

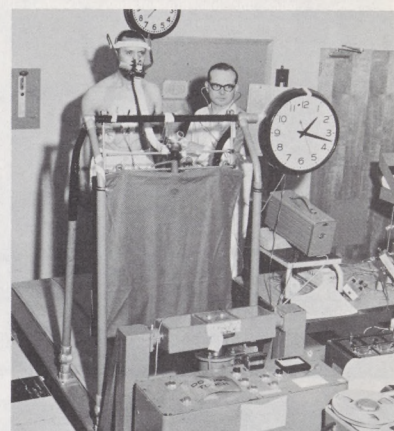
# Get on the ... 'Run For Your Life' ... Bandwagon



Part of the "run for your life" program at the FAA Center involves exercise such as volleyball, rope-skiing, trotting. All these are carefully supervised for the heart patients, who prefer to remain unidentified.



Doctor Michael Lategola, chief of cardiorespiratory research for the Civil Aeromedical Institute at the FAA Aeronautical Center, demonstrates the "Ergometer" exercise bicycle which measures energy expended and heart rate by electronic measuring equipment.



Dr. Lategola exercises on a controlled treadmill while Technician "Buddy" Harbin measures his heart, blood pressure, and lung capacity. This is a part of the research program into cardiovascular diseases, as well as respiratory problems carried on by CAMI.

By Mark Weaver

OKLAHOMA CITY—"An ounce of prevention is worth a pound of cure!" That old saw is being applied medically in many parts of this nation today. It's much easier to prevent a coronary or angina than it is to cure it.

The name of the game is, "Exercise and Live." Go out any morning or evening around any town or city and you may see a group of men jogging or trotting over a one- to three-mile course. These men are among the many who have become aware that lack of proper exercise is costing the middle age American his good health and, in many cases, his life.

A number of research programs, some conducted by the Civil Aeromedical Institute at the FAA's Aeronautical Center in Oklahoma City, are proving that a proper exercise plan can keep a man healthy, and can return him to his customary workday status even though he has a heart condition. In some instances a pilot has been returned to flying status after a severe coronary.

Taking part in some of the research projects are FAA men as well as outsiders from all types of work, including piloting. All have clinically proven cardio-vascular disease. These men now take part in a daily supervised exercise program some beginning as early as four months after a heart attack.

About 50 men have taken part in the program, with complete data obtained on 20 who participated on a regular basis for three months or longer, over a two year period. At least half were in the program longer than 18 months.

## Pilots Regain Licenses

Of this group, two have been returned to flying status, and a third has a petition pending. Of the two who regained medical certificates, one man, age 43, suffered a heart attack in November 1963. He regained a third class medical certificate, associated with a private pilot's license, in April 1966, and a second class certificate, associated with a commercial pilot's rating, in September 1966. The second man, 63, suffered a heart attack in November 1963. He regained his third class certificate in March 1966, and has logged more than 400 hours flying time since then.

Of the 20 men in this group, 19 have returned to full employment. Out of a control group matched as closely as possible to age and type of heart condition, only 14 out of 20 returned to full employment. Out of the control group, there were six additional heart attacks, with two deaths. Among the men who participated in the exercise program, there were two additional heart attacks with two deaths.

The planned exercise for the heart attack victim, starts at a very low level and gradually is increased. It includes calisthenics, walking and running on a treadmill, and volleyball. The exercise period is for an hour a day, five days a week. The men are requested to take part at least three times a week.

The chief of cardiorespiratory research for the Civil Aeromedical Institute, Michael T. Lategola, Ph.D., said, "Findings suggest that many attitudes that have developed in physicians over the years regarding post-infarction patients may not have been warranted."

## Limitations May Be Lifted

He feels that, "Many of the limitations imposed on patients have been due—not only to the disease process—but to

the type of care the patients have received. Part of their limitations have been as a result of prolonged bed rest and inactivity, with its deconditioning effect."

The study at the Institute is a long range plan with no set time limit. Some of the things researchers hope to learn from the study included:

1. How should the pilot be tested medically? At the moment, an electrocardiograph is not an indicator of a potential heart attack; it simply indicates its condition at the time the EKG was made. Should there be additional tests to those included in the present method of medical examination?
2. What possible methods of early detection of cardiovascular disease give the best chance of reversal?
3. If a heart patient can be rehabilitated, what is needed to prevent the disease?
4. What are the minimum conditions to maintain the pilot's physical well being?

## Patients Wired For Sound

At CAMI, men involved in the heart rehabilitation study are watched closely. They are "wired for sound," in many instances, so that readings, through remote electronics, can be taken of pulse, heart action, respiration and so on. The wiring is used on the volleyball court, the rowing machine, the exercise bicycle, or the tilt table.

The tilt table test involves three areas: first, a test of cardiovascular reactivity; second, to see if there is a possibility of detecting hardening of the arteries in people, i.e., to show a change in blood flow due to the loss of elasticity in the veins; and third, the tilt table in its movement acts as a mild gravity pull to relate stress in flying with other movements of the body.

The exercise bicycle can cause the patient to perform the identical work in the same manner each time the bicycle is used. This has the effect of showing changes, if any, in heart rate and the pattern of the EKG over a predetermined period of time.

Dr. Lategola says, "We are interested in determining what is involved in maintaining the health of the aviation population. We also would like to sell everyone on the fact that he should take better care of this physical machine . . . the body. Good physical health not only gives increased longevity but a bonus of vigorous health while one is alive.

"All those in good health at the moment—no matter what the age—should avail themselves of a thorough physical examination once a year, with specific recommendations as to how good health can be maintained."

Lategola adds, "Get off your tail, push away from the table, and throw those cigarettes away."

## Reasonable Exercise Is Needed

This does not mean to go and climb a mountain or even run five miles the first time out. Gradually get into a program paced with a reasonable level of exercise. A sensible degree of regular activity is the key. Physical education people who have said that a man has to work hard to do a good job of exercising do more harm than good, the doctor advises.

"Pick an enjoyable exercise," he says, "something you like. Fifteen to 20 or 30 minutes of relaxed continuous open-air bicycle riding four to five times a week. Walk a mile or two a day. It is not true that exercise has to be vigorous to be effective."

Lategola, who practices what he preaches, adds, "Conditioning is not a hurry up process. It can be done on an easy payment plan. Maximum time investment needed is two or three one-hour periods of activity a week."

Airlines have been made aware of the need for exercising the heart muscle, particularly since heart disease accounts for a large percentage of grounded airline pilots. Programs set up within the last two years have had some startling effects. Reports from 51 International Air Transport Association airlines which muster 29,000 pilots, show that in the last year there were only six cases of sudden incapacitation among pilots on duty on the flight deck, and only one of these jeopardized the safety of the aircraft. The IATA medical committee reported a definite lowering of cardiovascular disease among pilots through a program of exercise.

## Stiff Medicals For Airline Pilots

Aviation medical examiners or physicians with the airlines watch for trends to develop which can be corrected. Airline pilots are required to get their medical certificates renewed every six months. A suspicious trend could be an increase in the cholesterol level, or a gradual increase in weight or something else shown in the examination. Drastic changes in the pilot's living habits aren't necessary. Usually exercises which stress the heart slightly and repeatedly seem to be important in the prevention of heart disease. Brisk walking or trotting is usually sufficient.

A number of airline medical directors have devised an exercise program to rid grounded pilots of angina pectoris chest pains. The physicians, and the FAA medical research men, have found that it is the rule rather than the exception that proper diet and a progressive exercise program can eliminate symptoms of angina pectoris.

One airline tested a group of 21 men. The exercise program included walking and jogging. At the end of the test period, 15 of those who suffered angina pains were clinically cured. Chest pains were reduced to the point where they no longer restricted physical activity. Under the program, patients began by walking a mile in 20 minutes. When this was accomplished without chest discomfort, the pace was gradually accelerated to a mile in 14 minutes and finally to a nine-minute mile. However, none of these grounded pilots have been returned to flying status.

## 275 Victims Returned To Flying

But, as the records indicate, there are 275 pilots in the country who have been returned to flying status by the FAA after they were grounded by a heart condition. Most of these had suffered heart attacks.

The FAA, in granting an exemption, finds that the applicant for a medical certificate, even though he may have suffered one heart attack, in effect, is no more likely to have another than the person who has not had a heart attack.

Dr. Lategola compared the time spent on exercise to insurance. Some people set aside great amounts of money to buy policies which insure them and their families from the effects of incapacitation or death. In his words, "If it is logical to spend a substantial number of hours to pay for this type of insurance, then it also is logical to spend the required hours of deterrent physical activity in order to pay for a policy which will insure the individual against the effects of cardiovascular incapacitation or death."

In other words . . . run for your life!



George Kriske, retired chief of the evaluation branch, and currently executive director of the Air Traffic Control Association, finds a rapt audience for his presentation, "Evaluation," at a recent seminar.



With a watchful eye on the group participation during a Wednesday morning session, Dayton Jenkins opines, "The seminars will be continued, because they are a strong factor in improving work accomplishment."



"As a recent arrival from a field facility and new to headquarters, I find the seminars most informative," says Robert Desmond as he concentrates on the weekly presentation. "I believe all divisions . . . should have this informative program."



Roy Young of ATC systems requirements finds, "The hour spent in weekly seminars is one of the most productive of my work week . . . and has done much to develop my image of the total agency."

## It's 'A HAPPENING' in Air Traffic

By Diane Enos

WASHINGTON—Knowing that man works not only for bread alone, but also for the interest and personal satisfaction generated by his job, A. D'Arcy Harvey, chief of ATC systems requirements, established weekly discussion seminars for his staff early in 1966.

These seminars were designed so that the highly specialized men and women of the division could learn more about the FAA and DOT organization and the effect their actions have on the aviation industry they work so hard to develop.

Seminar subjects range from FSS to SST, from budget cycle to terminal automation, and include lectures by FAA and DOT personnel as well as various 10-minute presentations by ATC personnel on timely intra-division projects.

Each Wednesday morning the entire staff, except for a small "phone watch", assembles in a conference room to become exposed to the larger organization and industry of which they are an integral part. Questions are encouraged both during and after presentations.

Rarely does the discussion stop at the end of each seminar, but is carried on for weeks and even months after, as each participant learns to integrate new knowledge with past experience. The extent of group participation is an indication of the popularity of the program, and everybody gets into the act.

The program originated with discussions involving the socio-economic implications of the aviation industry, including how air traffic patterns are induced by—and in turn modify—the social and economic life of a community.

Most departments of FAA and related DOT organizations have presented themselves to the group.

### Communication Improves

As a direct, tangible result, the extent of communication between this air traffic division and the rest of the agency has improved greatly. Interestingly enough, discussions of such subjects as "Compliance and Security" generate as much, if not more, interplay as those involving "Automation of the ATC System."

Although the primary purpose of the seminars is to acquaint the ATC specialist with the world outside his own area, many less tangible benefits are in evidence. As each specialist presents his area of concern to other members of the group, he gains confidence in his speaking ability, learning to put his point across succinctly and interestingly to an audience which may not seem interested when he begins. The seminars are furthering the necessary and continuing process which produces a well-rounded, educated man.

In any organization, unless everyone is pulling together, no one gets anywhere very fast. These ATC "happenings" have generated just such a feeling.

"The esprit de corps today is as different from two years ago as is day from night," says D'Arcy Harvey. "The seminar has been a big aid in welding together a coherent, coordinated group of individuals who have interest in and a desire to achieve the best set of requirements that can be developed for the air traffic control system."

The boss is not the only one to praise the seminar program. The participants themselves feel that the hour spent at 8:45 every Wednesday morning is one which is perhaps the best spent of their working day. Their support of the program is indicative of the success of the venture.



A. D'Arcy Harvey, chief of the ATC systems requirements division says, "Our seminars have given a sense of belonging and an interest in belonging to all division members."



Deeply engrossed in a discussion on "Evaluation," Lowell Lunn (foreground) readily states, "The seminars have given me a better overall picture . . . of how the FAA functions." In the background, John Griff Edwards looks like he's getting the picture.

# 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:** Why are employees serving at isolated sites in the Western Region not granted return rights? In my opinion, some of these sites (like Battle Mountain, Nev.) have conditions similar to those in the Alaskan Region.

**ANSWER:** When the re-employment rights program was first developed, considerable thought was given to the rotation of personnel from out-of-the-way locations in the 48 states. It was concluded, however, that isolated sites in the 48 states are not remote in the same sense as places such as Moses Point, Alaska; Wake Island; and Guam. For example, at many posts in Alaska there are no schools. Children must be taught by parents. The communities are so isolated that they are inaccessible except by sea or air. Other environmental conditions exist which differ greatly from even our most isolated facilities in the 48 states. These are the main reasons for the decision that the agency reemployment rights policy should not cover isolated locations in the 48 states. If, in any particular stateside location there are good sound reasons for personnel rotation, establishment of such a program would come under the jurisdiction and authority of the appropriate regional office.

**QUESTION:** I have heard of a program in the Department of Agriculture under which employees eligible for retirement may elect to retire for a year and then return to work at their same grade level if they so choose. Is this possible?

**ANSWER:** It is possible for an employee to retire and then return to work. However, the decision to return to work is not his alone, since the agency must first agree to his re-employment. The Department of Agriculture has simply added a new twist to this idea of re-employing retirees by permitting them to return to work after a year's time with no loss in grade. Because of your suggestion, we will take a long look at this approach along with other methods to improve the employment program.

**QUESTION:** Why doesn't FAA establish a standardized seniority system to determine preference for days off, annual leave, etc?

**ANSWER:** This is very much like the question asked by a fellow employee of yours not too long ago. Seniority does not and cannot play any great role in the Federal Civil Service Merit System, since an indi-

## From War Front

# Pacific Region Reports Activities In Vietnam

SAIGON — FAA installation crews working on Army Project NAT-376 agree that in Southeast Asia, one day is like another—whether Sunday, weekday or holiday.

Tommy Bracken's team at Qhi Nhon is busy planning and installing an Army control tower electronics package.

The team lives in the town of Qhi Nhon and takes in stride the not unusual shortages of water and electricity there.

FAA Team Chief Bob James and his crew are busily engaged with details of his tower installation at Vung Tau. Although the team is in a rest and recreation area of Vietnam, their work permits little recreation.

Ralph Miller, now a veteran of Vietnam travel, is trying to keep ahead of the two installation teams. Miller returned from Vung Tau and was immediately scheduled to depart for Qhi Nhon.

The Saigon traffic quagmire of military vehicles, bicycles, motor bikes and taxis is becoming one of his pet peeves.

Project engineer Paul Welch returned recently from a six-day trip in Army helicopters and Air Force planes to seven Army control tower sites, and visited Cam Ranh Bay

and Bien Hoa Air Bases, where he installed towers for the Air Force last year.

## Appeal Rights

(Continued from page 1)

vision of the Postal Revenue and Federal Salary Act of 1967, signed by the President on December 16.

The Commission regulations require each agency to establish a system for reviewing, upon application by the worker, the classification of his position. He must use this system before he can appeal to the Commission.

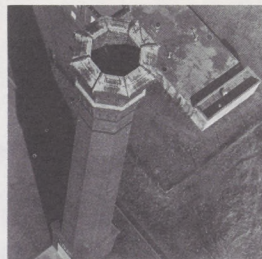
Agencies have been directed to provide a speedy system for completing the review of the employee's position. To insure that agencies meet this responsibility, the Commission has established several minimum requirements for an agency's system. For example, the correction of an erroneous classification cannot be delayed beyond 60 days from the date the employee filed his application for review.



### Southeast Asia

Bob James (right), FAA team chief, discusses tower installation problems with Lt. Col. Ben Estes, Army airfield commander at Vung Tau, in Vietnam. Several FAA installation teams are working with the Army and Air Force on tower installations.

vidual with long service is not necessarily the best qualified candidate for a particular job. True, seniority plays a part in reduction-in-force actions and leave accrual, but FAA has found that the leave preference systems used by most local facilities have a long history, and to change them merely for the sake of standardization would not be in the best interests of most employees.



### Bad Light

A 153-foot high smokestack stands as a historical marker where a flourishing coal mining industry once stood, posing an air navigation hazard for helicopters. The single light atop the structure needed to be replaced. How to do it quickly, without scaffolding? (See below)



### Bulb Snatcher

Passenger in the helicopter leans far out the litter to replace the light. A man strapped in the other litter provides ballast.

## P & T Realigns

(Continued from page 1)

sonnel and a separate Office of Training.

The Office of Personnel has five major elements: (1) a Program Staff, (2) a Benefits and Services Division, (3) a Career Systems Division, (4) an Employee-Management Cooperation Division, and (5) a Compensation Division.

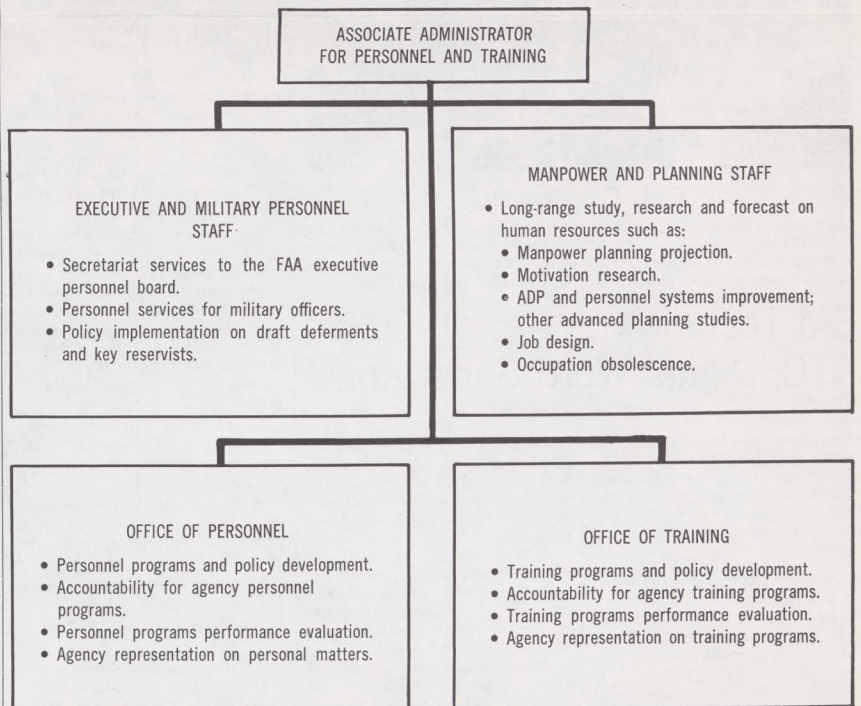
The Office of Training has three principal reporting elements: (1) a Technical Training Division, (2) a Management and General Training Division, and (3) a Program, Planning and Requirements Division.

Also reporting directly to the Associate Administrator separately are a Manpower and Planning staff and an Executive and Military Personnel staff. The former staff features four subordinate elements: (1) Program Analysis and Planning, (2) Manpower Planning, (3) System Development, and (4) Education, Training Methods and Technique Analysis.

The Executive and Military Personnel staff is a small group which works on personnel actions involving GS-16 and higher-level positions as well as military personnel and certain high-level, long-term, out-of-agency training.

Along with the realignment will be a continuing series of studies to meet the challenges of career development, the demands of automation, and the changing nature of FAA's dynamic operations.

## Personnel & Training's New Organization, Directors



Earl J. Anderson  
Director,  
Personnel



William W. Heimbach  
Deputy Director,  
Personnel



Thomas J. Creswell  
Director,  
Training



Ellis A. Woody  
Director,  
Manpower & Planning



Thomas J. Jaenicke  
Director, Executive &  
Military Personnel



### Safety Minded

At left, FAA Administrator McKee gives a certificate and his congratulations to James Crudup for a suggestion that plastic instead of metal be used to clamp together high-current auxiliary power cables. Deputy Administrator Thomas smiles approval. On the right, Crudup shows Kenneth Hazlett, of headquarters aircraft management, the dangers possible when metal clamps are used on auxiliary units for starting aircraft engines.



## Chauffeur Crudup Has Safety Thought

WASHINGTON—James Crudup really had no reason to concern himself with auxiliary power units—a device used to start aircraft engines. As the Deputy Administrator's chauffeur his job is automobile engines, not aircraft engines.

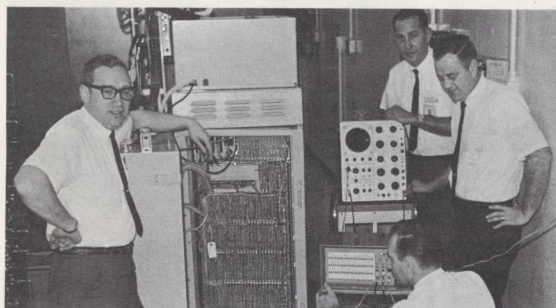
But, Crudup is an airplane buff, and during visits to Washington National Airport observed that the electrical cables on the auxiliary power unit were held together by

metal clamps. These clamps not only pose the potential danger of cutting through the cables and shorting out the unit, but are extremely hard on employees' hands. Crudup suggested that the metal clamps be replaced by plastic ones.

For his ingenuity Crudup has been presented with a cash award and a commendation by Administrator McKee. The suggestion has been adopted by Flight Standards,

and has been passed on to the Air Force, Navy, Army, Coast Guard and NASA so that they, too, can benefit from its implementation.

This is not the first award for James Crudup. After joining FAA as a messenger in 1959, he was awarded an outstanding rating and later a sustained superior performance award shortly before his promotion to his present position with Thomas in 1964.



### Finds Computer Bits

Checking out the new "digital word generator" which they helped develop are (left to right): Lyle L. Adams, Earl O. Larsen (back to camera), Charles J. Kertis, and Robert E. Wolf. All are radar technicians at the Minneapolis ARTCC airway facilities sector except Kertis, radar unit supervisor.

## SM Technicians Design Own ATC 'Digital Word Generator'

By David H. Myers

MINNEAPOLIS — Technicians of the airway facilities sector at the ARTC center here recently solved a major problem inherent in digital radar systems by designing and building their own "digital word generator."

A major problem had developed in locating faulty components which caused computer "bits" to become lost in the intricate circuitry. In an attempt to alleviate the problem, several technicians pooled their talents to develop the new digital word generator, which is capable of duplicating information received from the computer and of sending repetitive "bits" through the equipment. Their invention was found to substantially reduce the problem of locating faulty components.

Housed in a small cabinet, the generator uses hundreds of diodes and transistors, and employs the latest printed circuit techniques. Built for \$600—about one-tenth the cost of an industrial unit—it has already been used to check complaints of map accuracy to 9/100

of a degree and ¼ mile, and has enabled the technicians to locate a faulty digital circuit which was downgrading identification information being received from flights over the Michigan area.

Although the present unit is specifically wired for the present 52-bit word, provisions have been made in its design and construction to generate the NAS 84-bit word by a simple modification.

Participating in the design and construction of the digital word generator were: Charles J. Kertis, radar unit supervisor, and radar technicians Earl O. Larsen, Paul Smith, Robert A. Brown, Robert E. Wolf, Gerald J. Russell, Clarence B. Krech, Paul Winczewski, Harold W. Bradford and Lyle L. Adams.

Thanks to the ingenuity of these skilled FAAers, another knotty problem was solved and a technological advance recorded. According to Richard J. Connett, sector chief, "Only by ingenuity can we hope to adapt successfully to the computer age."

### In Icy Waters

## FAA Wives Help Drowning Boys In Swim Pool

NEW ORLEANS—Ethel Gunter and Emma Lou Van Alsdorf started the day baby-sitting with a niece and chatting over coffee.

Before the morning was over they were heroines, having teamed with a neighbor to save the lives of two small boys.

The drama started when the women, wives of Ronnie Gunter and Carl Van Alsdorf of the FAA field maintenance party assigned to the New Orleans airway facilities field office, went outside to caution the niece and neighborhood children to stay away from a fence enclosing a community swimming pool.

During their words of warning a young girl piped up, "Well, my two little brothers are already in the pool."

A high fence, which appeared unclimbable, blocked out the view of the pool. Neither woman believed the girl.

However, they quickly located a key to the gate, rushed in and found the two boys unconscious in the water.

As Mrs. Van Alsdorf ran to call a police ambulance, Mrs. Gunter, joined by a neighbor, Mrs. Elizabeth M. Harmon, rescued the boys and skillfully applied mouth-to-mouth resuscitation. Breathing was restored in the boys by the time police arrived and took them to a hospital for observation.

Mrs. Gunter, for her prompt action in successfully applying artificial respiration, was awarded the Certificate of Appreciation from the Department of New Orleans Police, and Mayor Victor H. Schiro presented her a Mayorality of New Orleans Certificate of Merit and the golden key to the city.

## New Briefing Board Is Help To Pilot Service

By Cliff Cernick

DENVER — A multi-colored board that gives a quicker, sharper, clearer picture of weather conditions and reduces pilot briefing time 30 per cent has been developed at the Denver FSS.

Color-coded strips on the board provide an instantaneous picture of current weather north, south, east and west of Denver.

Synoptic, current, and forecasted weather conditions are displayed on special magnetized plastic symbols in standard weather bureau colors. Also displayed in distinctive colors are notices to airmen and pilot reports. Upper winds at three levels are depicted by colored directional arrows.

"More than 80 per cent of all briefing requests are completely satisfied by data posted on this board," said Bob Hacker, chief of the Denver FSS. "There is less than a 20 per cent requirement to refer to supplemental teletype copy."

Hacker pointed out that the typical pilot weather briefer obtains his information from scanning yards of teletype weather data.

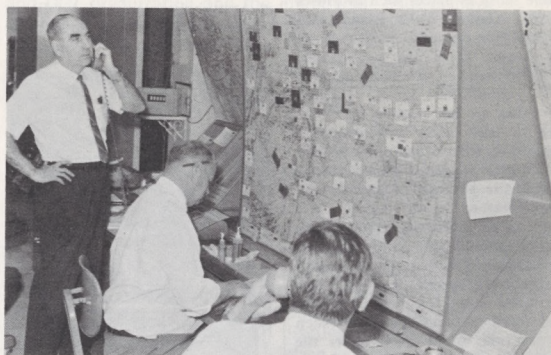
"He develops the required mental picture of the weather situation only after repetitive briefings along the same routes or within the same areas," Hacker said. "The better mental picture he has of the situa-

tion, the better his presentation to the pilot. The new board provides that better picture."

The new Denver board provides an instant weather picture of the weather situation across Denver's normal briefing area, which extends from Kansas City to Salt Lake City, and from Billings—Minneapolis to Phoenix—Fort Worth. The board is updated continuously between 6 a.m. and 6 p.m. and can accommodate up to six briefers. At 6 p.m., the board presentation is converted to an outlook for the following day.

The Denver board was developed after more than a year's research and study into the problem of pilot weather briefings and ways to improve them. The development is an outgrowth of work by a special five-man FSS committee headed by Richard O. Bishop. Serving with him were John W. Vincamp, who designed and built the board; Winfree A. Sordlett (now stationed at the Eagle, Colo. FSS) who researched the materials; Harold E. Shenefelt, who spearheaded development of procedures, and Wesley D. Butler, who provided cartographic assistance.

"The committee was constantly assisted by every employee of the Denver FAA. It was an outstanding team effort," Hacker said.



### Magnets Hold 'em

William Metsopoulos (left) and Michael Martini (right) of the Denver FSS, brief pilot "customers" on 'phones by reading weather data from magnetized symbols held to area map through which flight plans will lead. Meanwhile, Harold Raines enters winds at three levels on colored directional arrows and fills cards with NOTAMS and pilot report data.

## Meridian Controllers Handle Double Air Force Emergency

MERIDIAN, Miss.—While leading a flight of two Douglas A-4s from Meridian to Tinker AFB, Okla., Air Force Captain Peter Erenfeld was suddenly advised by his wing man that the latter had lost his oil pressure and was going to eject.

Captain Erenfeld alerted FAA controllers at the Meridian radar air traffic control center (RATCC). When the wing man's parachute opened, Erenfeld followed his fellow-pilot down. Meridian air traffic specialists immediately pinpointed the pilot's location, and a helicopter was quickly dispatched to pick him up.

Within moments after this emergency, Captain Erenfeld noted the same oil pressure drop on his own aircraft. He, too, declared an emergency and asked for assistance from

the Meridian RATCC. Meridian controllers started giving information to him concerning his relative position to Laurel, Miss., Airport and, without a video map, vectored him to within two miles of it.

Captain Erenfeld initially lined up with Interstate Highway 59, but soon recognized his error and again advised the Meridian RATCC. They quickly gave him further guidance to the Laurel Airport, where he was able to land safely.

In appreciation for being able to save his aircraft and escaping possible serious injury, Captain Erenfeld wrote to FAA Administrator McKee, identifying Charles McClellan, Noel Case, and Lee Parker as the air traffic specialists responsible for handling this dual emergency, and commending them for their outstanding performance.