FAA HORIZONS

Read 'Hands At Work' Pages 4-5

Vol. 2, No. 4 | Published biweekly for the people of the Department of Transportation/Federal Aviation Administration | February 19, 1968

All Employees Are Offered New Insurance

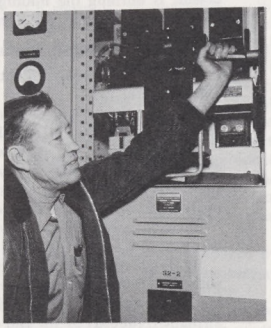
WASHINGTON—Since the new Government Employees Group Life Insurance Program was announced, questions have been asked about the optional insurance and what employees must do to assure their desired coverage either with regular insurance, optional insurance, or both.

Here are the key features:

• An employee automatically acquires *regular* life insurance unless he waives it, whereas he can acquire the *optional* insurance only if he elects it.

• Only employees who carry *regular* insurance coverage are entitled to purchase *optional* insurance. To give all employees an unrestricted opportunity to participate in the liberalized program, all previously filed waivers of regular life

(Continued on page 7)



Big Switch

J. T. Mars, Depot electrical equipment specialist, pulls the control switch on the big mobile generator which is destined for emergency power in the New York instrument flight rules room.

Largest Engine Generator Built By Aero Center

OKLAHOMA CITY—The largest engine-generator assembly ever processed through the equipment installation facilities of the Aeronautical Center is ready for shipment to the New York common IFR room.

Large enough to require mounting on two 40-foot semi-trailers, this 550 KVA (kilovolt-amperes) portable power plant could provide sufficient power to run a town of 5,000 inhabitants.

Why so much power? Electric power is a prime necessity of our technological world, and the agency's requirements for power are enormous—not only for lighting and heat, but for the many electronic aids to aircraft—radar, navaids, and communications.

This enormous diesel-powered electrical plant will be used for standby emergency power.

The diesel engine, generator, load banks, switch panels and other components were procured by FAA. Installation into a portable emergency plant on the two flatbed trailers was made by the mechanics and technicians of the FAA Depot's engineering and production branch.

From Only 10

CSC Extends Time To Appeal Up To 15 Days

WASHINGTON—To insure that employees have sufficient time to appeal an adverse action (i.e., suspension, furlough without pay, reduction in rank or compensation), the Civil Service Commission has extended from 10 to 15 calendar days the time for filing appeals that are subject to Commission regulation.

Field personnel offices have been notified of this change and all final decisions of adverse actions issued after January 30 are using this new 15 calendar day time limit.

In the case of major adverse actions (suspension of more than 30 days, discharge, furlough without pay, or reduction in rank or compensation), if the employee first appeals to the agency, he has 15 calendar days after receipt of agency appeal decision to appeal to the Civil Service Commission.

Pen Pals

Julius Adigan, African tribesman who now holds an FAA airframe and powerplant mechanic's license, shows Charles O. Cary, FAA assistant administrator for International Aviation Affairs, where he lives near Lagos.

Flight Assists Hit All-Time High In Record Breaking '67

By John Leyden

WASHINGTON—In the ATC facility at the Eugene, Ore., Airport, the message came through loud and clear: "Mayday, Mayday . . . . I'm in trouble. I'm in the soup. It socked in on me, and I can't get out of it. Gonna crash I'm afraid. . . ."

Exactly 42 minutes later, the pilot who sent this message made a routine landing at the Eugene Airport due, in large measure, to the advice and assistance he received from FAA following his "Mayday" call.

Typical Life Savers

Henry Elias (left) and Jim Gruhn, Tonopah, Nev. flight service specialists have received special recognition from the Salt Lake Area Office for outstanding contributions in flight assists.

As a result of this incident, the FAA combined control tower/flight service station at Eugene was officially credited with a flight assist or "save"—one of 3,697 registered last year by FAA facilities across the country. The total is the highest ever recorded by FAA and represents an increase of 346 over the figure for 1966.

Most of last year's flight assists involved lost pilots. There were 2,219 cases where pilots were guided to safety after their position was determined by radar, direction finding equipment or by visual references to familiar landmarks.

Pilot Reports He's Lost

One such incident occurred last November near Baker, Calif. The pilot of a single engine light plane en route to Las Vegas reported to the FSS at Daggett, Calif., that he was lost and low on fuel with darkness coming on. Using direction finding equipment, the FSS located the aircraft 20 miles northnortheast of Baker. The pilot was then given directions back to Baker while arrangements were made with the California Highway Patrol to allow the aircraft to make an emergency landing on a freeway near the city. This was subsequently accomplished without injury to the pilot or damage to the aircraft.

Frequently, FAA will enlist the aid of airline, military or other aircraft to lead lost pilots to safety. On November 30, for example, Miami ARTC Center received a cryptic "Mayday" message from the pilot of a single engine light plane who reported he was "lost at 9,500 feet." Although the center was able to identify the lost aircraft on radar some 55 miles northwest of Tampa, it was unable to establish radio communications with the pilot.

Airline Helps

An airline 727 jet en route to Tampa therefore, was asked to assist the lost aircraft. The airline captain agreed and, by following directions from the FAA center, intercepted the lost aircraft and led it to the Tampa Airport. Although the light plane crashed on final approach to the airport, the pilot walked away from the accident.

Of the 1,478 flight assists last year which did not involve lost pilots, 508 were due to mechanical problems, 412 to communications or navigation failure, 422 to bad

(Continued on page 3)

Super Service Station Specialists Save Seven

By Frank King

TONOPAH, Nev.—When trouble hits here it does it in a big way. For their "superb job" in a hectic session of bad weather and heavy traffic, the Salt Lake City Area Office recently honored two Tonopah FSS specialists.

Henry Elias and Jim Gruhn came to work one day and expected it to be like any other day. But during their watch the weather became miserable with snow, wind and poor visibility, and it turned into a session they will never forget.

In a five-hour period, this is what the two accomplished:

• Volunteered information to pilots of three aircraft of deteriorating weather, and the flyers elected to divert to other airports.

• Assisted a pilot of an executive light-twin, on top of the overcast with no approach plates, by relaying proper instrument approach procedures.

• Provided DF orientation to pilots of three aircraft. The first was lost on top; he was vectored to Tonopah and a safe landing. The second was unable to continue VFR, and was guided to a safe landing on a highway. The third was on top, and lost, and had no voice modulation on his transmitter. Communications were carried on by the pilot indicating "yes" and "no" by the number of microphone clicks. He was vectored safely to the airport at Tonopah.

• The two handled 34 aircraft calls; five airport advisories; eight

(Continued on page 7)

Nigerian Wins A & P License

By Sue Silverman

WASHINGTON—If Julius Okunola Adigan is as good a mechanic as he is a letter writer, Nigeria is in for a top-notch technician.

The 28-year-old African, a tribesman from the small village of Suru-Lere Yaba (130 miles inland from Lagos), recently overcame incredibly stacked odds to get an FAA airframe and powerplant mechanic's license. In so doing, he found his pen was as mighty as his screwdriver.

Two weeks before Christmas, 1965, the young Nigerian was set to leave for the United States to realize a life-long ambition: receiving American aviation training for an aeronautical career in Nigeria. He had compiled a brilliant high school record, had become fluent in English, had obtained a scholarship from Kansas City's Aero Mechanics School, and had even arranged room and board at a Catholic home for priests in exchange for custodial duties.

Then, on the eve of his departure, the money he had scrupulously saved for his airline ticket and expenses was stolen. He was left with nothing.

He sent a letter to the Flight Safety Foundation, in New York, which was sympathetic, but unable to raise funds for the young man. However, the Foundation's executive director, Jerry Lederer, mentioned Adigan's plight to Charles

(Continued on page 7)

Three months after Oscar Bakke (in left seat), then Eastern Region director, convened an Interim Type Board meeting to schedule events required to type certificate the American "Yankee," he was able to fly it in Cleveland. All requirements had been met; so he and Dick Kemper, American Aviation's operations manager, took off.

▲ Pioneering new structural construction techniques, American Aviation Corporation's "Yankee" cruises at 137 m.p.h. and has a range of 378 nautical miles. The fuselage is not riveted, but of honeycomb panels bonded at 250-285 degrees. Dick Kemper, general manager of operations, is the pilot.

Above, John Nix (left), FAA manufacturing inspector from the Vandalia, O. EMDO, and George Westphal, FAA designated engineering representative, examine a "Yankee" aircraft part prior to bonding. At left, Bob Wedberg, FAA aerospace engineer from the Eastern Region, examines load testing of the control system apparatus as a step in certification.

Certifying the 'American Yankee'

☆ ☆

By Thom Hook

CLEVELAND—To design and build a revolutionary "VW of the Air" and capture the public's interest takes a particular talent by the manufacturer, plus a helping hand from the FAA.

The low-wing, two-seater American "Yankee" is revolutionary in its smooth, rivetless honeycomb construction. It has only about 725 manufactured parts—35 per cent fewer than its closest rival. A Fiberglas landing gear promises softer landings, and its 108 h.p. Lycoming cruises at 137 m.p.h.

The "Yankee" prototype was built in 1962, but certification really began in the summer of 1966. At that time, secretary and general counsel of American Aviation Corp., Russell W. Meyer, Jr., was named its president.

Under Meyer, two vital programs were initiated at American Aviation.

(1) A complete flight evaluation of the airplane was undertaken, and

(2) Development was started on a workable fixturing method for bonding, and techniques were worked out for assembling three airplanes—a certification model, a back-up one and one for structural test.

During the latter part of that year, most direct contact with FAA was through the Dayton engineering and manufacturing district office (EMDO). Engineering documentation was still submitted to the Eastern Region in New York, but personal contact was at a minimum until revised engineering data was ready for resubmission in early 1967.

Henry J. "Hank" Hartmann of the Vandalia, Ohio EMDO, kept close to the new program. He witnessed the bonding of the skin at high temperatures (250-285 degrees F.) and inspected the honeycomb panels for the fuselage.

"Hank gave up many of his evenings to help us finish a particular project on a given day," said Russell Meyer of the FAA manufacturing inspector, and "scheduled his visits to keep delays to a minimum."

Hartmann is now on another assignment and John Nix, his successor, is burning the midnight oil with American and ably filling the responsibilities as the agency's EMDO man.

Flight Evaluation Brings Changes

When comprehensive flight evaluation was completed in October 1966, several major changes were indicated. These included wing span, wing tip design, aileron and flap design, empennage control surfaces, the control system, landing gear and fuel system.

Making these changes, it was necessary to revise the basic loads report required by the agency. This in turn meant revising various structural test proposals, most of which had been approved previously under the old specifications.

Each change had to be documented. A stream of new drawings was sent to FAA for approval.

By January a year ago, American Aviation Corp., was satisfied with the "Yankee's" performance and flight characteristics. Freezing the design, they were able to complete the certification of the airplane (N888M) by the end of February.

Because of severe winter weather in Cleveland, the flight test site was moved to West Palm Beach, Fla.

Assign Engineering Reps

Two FAA designated engineering representatives (DERs)—private persons who act for the Administrator but are not FAA-employed—were assigned to that job. Fritz Feutz, a flight test and flight analysis DER, conducted final flight development and compiled the official test data. Marshall Claybourne, ex-FAA flight test instructor from Oklahoma City and also a DER, conducted the spin program.

As '67 came in, American Aviation's program looked optimistic, and the staff was happy with the airplane. All bonding problems had been resolved (the thin belly skin is only .020 of an inch thick!).

Primary tasks in 1967 were to secure structural approval—which included approval of test proposals, drawings, processes, actual tests, reports, and also flight test approval with respect to performance and handling characteristics.

To expedite the program, Oscar Bakke, then Eastern Region director, convened an Interim Type Board Meeting in New York last May 24 with Bill Oleksak as chairman. Representatives of the four offices which a manufacturer works with for certification were present. They were from manufacturing inspection, airframe and equipment, propulsion and flight test.

Agency Men Devote Long Hours

To Robert Wedberg, aerospace engineer of the Eastern Region, went the task of reviewing all of the company's load reports, test proposals and the more important structural tests in Cleveland. Wedberg spent many hours in Cleveland reviewing the data on schedule while testing was being completed. When on one critical test of the control system the format had to be revised at the last minute, Wedberg gave up his evenings willingly, approved the new procedure and spent 14 hours one Saturday while the company completed a necessary test.

George Westphal, an FAA designated engineering representative (DER), who approved the manufacturing process specifications submitted, witnessed many tests in that area and assisted in checking reports and reviewing test data for approval.

Elmer Hosking, FAA test pilot assigned to the "Yankee" project, and Ernie Wiel, senior flight test engineer from the agency, reviewed flight characteristics of the airplane. Both Hosking and Wiel worked their schedules around the usual last-minute requirements that needed to be completed.

Other FAA Eastern Region engineering and manufacturing assistance came from Irwin Brumer, who helped determine time-saving policy decisions; Irving Mankuta, who handled the powerplant work; Murray Schoenberger and Ed Maila assisted in materials and processes; Fred Lee and Frank Cassel in dynamics and systems; and Gregg Martell, Bill Oleksak and Paul Gibson handled overall program guidance.

Type Certified Ahead of Time

Oscar Bakke flew the airplane himself, and presented the type certificate two days ahead of schedule on August 29. After landing the airplane, he commented: "I am delighted with it."

"We are extremely grateful to FAA for helping us produce a safe, well-constructed airplane . . . the public benefits directly from the comprehensive certification program," said Russell Meyer, American Aviation Corp. president.

The first three production airplanes will be completed in April. The next goal for the aspiring manufacturer will be a production certificate as soon as possible. Meanwhile, they are busy completing the necessary quality control manual, new process specifications and production drawings necessary to obtain a production certificate.

Type certification means the aircraft meets minimum safety standards. Now they must seek a production certificate which indicates the company has the ability to maintain the safety standards while producing aircraft in quantity.

Airplanes on Highway Draw Crowd to Center

By Cliff Cernick

LONGMONT, Colo.—Motorists driving along the icy highway between the airport here and the Denver Center couldn't figure it out. A string of light airplanes was moving along the highway toward the Center.

After two hours of taxiing along icy streets the aircraft arrived safely at the center in 15-degree weather, as part of an outdoor exhibit tied in with the Center's open house commemorating Wright Brothers' Day.

Crossing the St. Vrain River, the aircraft were forced to hold their position on the highway to wait for a passing freight train.

"Mixed with the aircraft at the intersection were trucks, automobiles, bicycles and even a farm tractor," said Robert Farris, Denver Center chief. "The only thing missing in the Department of Transportation picture was a steamship on the river."

A slight problem was encountered at the Center entrance gate, which is only 30 feet wide—the aircraft wingspread is 35 feet. To move the planes through, water was spread on the driveway, turning it to a sheet of ice, and allowing the planes to be slid through sideways.

More than 1,000 Denver residents turned out despite icy roads and adverse weather. Television stations in Denver covered the event.

Among displays in the center were those showing the newest emergency and survival equipment, transponders, DME, radar and radio equipment and data concerning ground and flight school training.

FAA displays were prepared by the FSS, tower, GADO and airway facilities sector, all of Denver.

An estimated 20 per cent of the visitors were general aviation pilots. Many showed interest in the FAA recruiting booth set up in the center lobby.

Fascinated

Visitors at the Denver Center open house view radar display prepared by Denver airway facilities staff. Personnel and signs explain operation.

Icy Taxiing

Light aircraft slid sideways past narrow gates to be displayed at the Denver Center open house. Visiting Bernard Stoecker, former Denver Center controller shown with his son, is now a first officer for United Air Lines.

Soviet Scientist

Dr. Valeriya Bushurova, head of the Human Engineering Lab at the U.S.S.R.'s Leningrad University, recently toured the ARTC center at Oberlin, O., with faculty members from the University of Michigan. Listening as George Campbell (right), Cleveland Center chief, explained information print out were (left to right): Dr. D. J. Weintraub and Kurt Snapper, Michigan faculty; Elliot Blue, of FAA Eastern Region headquarters; Arthur Hattan, assistant center chief and Dr. Ward Edwards, of the university.

FAA Okays Boeing Twinjet

SEATTLE—FAA has affixed its stamp of approval on the Boeing Company's new Model 737 short-range twinjet transport—and not just symbolically.

In ceremonies held at the Boeing flight-test hangar at Boeing Field, across the runway from FAA offices, Robert H. Stanton, chief of Western Region aircraft engineering, presented a Type Certificate for the new transport to William M. Allen, Boeing president.

Allen picked up a huge stamp to press the words "FAA APPROVED" on the fuselage.

Allen then told employees gathered in the hangar and others in Seattle and Wichita over a public-address hook-up that Boeing considers certification of the 737 "a significant milestone in our program to develop a full line of commercial jet airplanes derived specifically from the needs of the air carriers."

Personnel of Western Region's aircraft engineering followed each of the developments from design to certification of the 737, working with Boeing engineers each step of the way.

Okay

Huge FAA "stamp of approval" is used by William M. Allen, president of Boeing Company, to signify FAA certification of new 737 twinjet, a short-to medium-range jetliner for commercial passenger service. With Allen are Robert Stanton chief of FAA's Western Region aircraft engineering and Ben M. Wheat (left), vice-president of Boeing and Seattle branch manager.

Albuquerque First Aid Training Saves Employee

ALBUQUERQUE, N. M. — First aid training at the center here is serious business. For the second time within a year, application of techniques learned in the classroom has restored breathing to an FAA employee.

In a recent incident, ATCS Billy Sullivan applied mouth-to-mouth resuscitation to ATCS Gayle Trowbridge, who fell from a tree during a fainting spell. Trowbridge had blacked out after he had twisted his knee out of joint while visiting Sullivan at nearby Corrales. When Sullivan realized Trowbridge had stopped breathing, possibly because of an obstruction to the air passages, he rushed to his friend and started artifical respiration.

After restoring Trowbridge's breathing, Sullivan treated his friend for shock and head lacerations and took him to the hospital, where he soon recovered.

Last year in another off-duty accident, a controller administered mouth-to-mouth resuscitation to a co-worker who had been knocked unconscious by a high-voltage electrical current in his home.

Sullivan holds a Red Cross advanced training certificate in first aid, and has been a team captain on the center's first aid committee since the program began in 1962.

Take Corrective Action

VOR 'Snow Job' Is Designed To Reduce Weather Outages

ATLANTIC CITY—A project engineer at the National Aviation Facilities Experimental Center has developed several fixes to reduce VOR station outages caused when snow or ice accumulates on the covers of monitor antennas.

Jack A. Muller conducted lab and field tests here and also more field tests at VOR sites near Buffalo, Rochester, Massena and Binghamton, N.Y.; Erie, Pa., and Jefferson, Ohio. Details are given in Technical Report NA 67-10, just released.

Working with Muller on the project were Matthew Naimo, Harold Postel, and Jerry A. Cosner. The latter is stationed at Washington headquarters. Several months ago, the same group developed deicing improvements for TACAN monitors.

Flight Assists High

(Continued from page 1)

weather, and 136 to miscellaneous factors.

A typical flight assist in the "mechanical problem" category occurred last April, when the pilot of a single engine light plane en route to Lincoln, Nebr., reported to the Omaha FSS that his aircraft was having hydraulic problems. He said hydraulic fluid was leaking into the cockpit and the landing gear would not go down.

The FAA flight service specialists at Omaha told the pilot to put the landing gear selector in the "down" position and attempt to pump the gear down with the manual handle. The pilot was advised that FAA had contacted the local distributor of his particular aircraft make and had been assured that there was always enough reserve fluid in the hydraulic system to allow hand pumping of the gear. The pilot subsequently advised that he had a "green light" indicating the gear was down and locked. He went on to make a safe landing at the Omaha Airport.

Pilots Are Thankful

FAA's nationwide network of more than 300 flight service stations accounted for 2,125 flight assists last year—or 57 per cent of the total. Use of direction finding equipment was a factor in 1,121 of these assists.

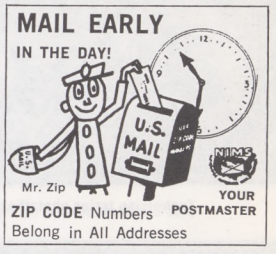
Of the remaining 1,572 flight assists in 1967, 1,173 were rendered by FAA control towers, and 399 by air route traffic control centers. Use of radar was a factor in 1,146 of these incidents.

Flight Service Stations Lead

Pilots who have received the agency's assistance in an emergency generally are quick to express their appreciation to the appropriate FAA facility. Typical is this letter to the FAA tower at the Newark, N.J., Airport:

"This is just a note to thank you for saving our lives yesterday. We were . . . stuck in thunderstorms over Lake Mohawk. I was beginning to have my doubts whether we would ever get out of them.

"I might say that was the first (and I hope the last) time I ever got caught in weather like that. But the whole time I was up there I couldn't help but think how much help you can give a small plane in trouble.



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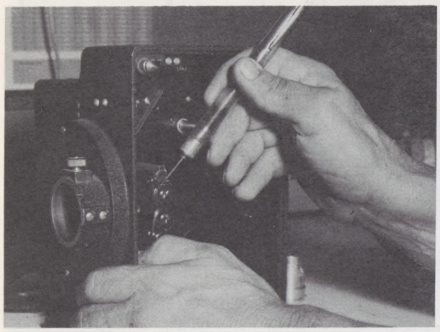
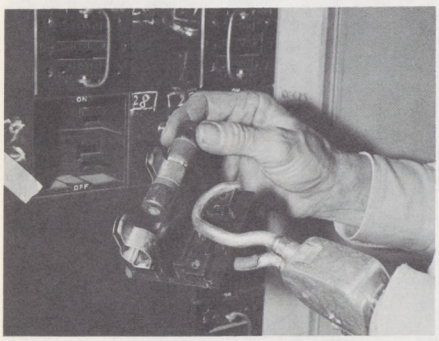
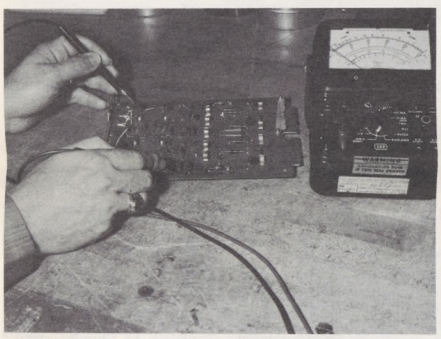
hands at work



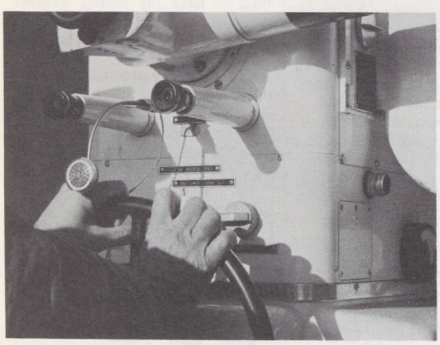
Photographer repairs camera.



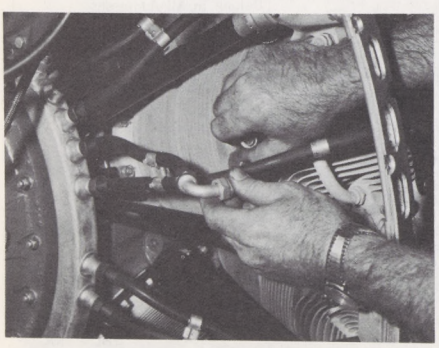
Electrician replaces fuse.



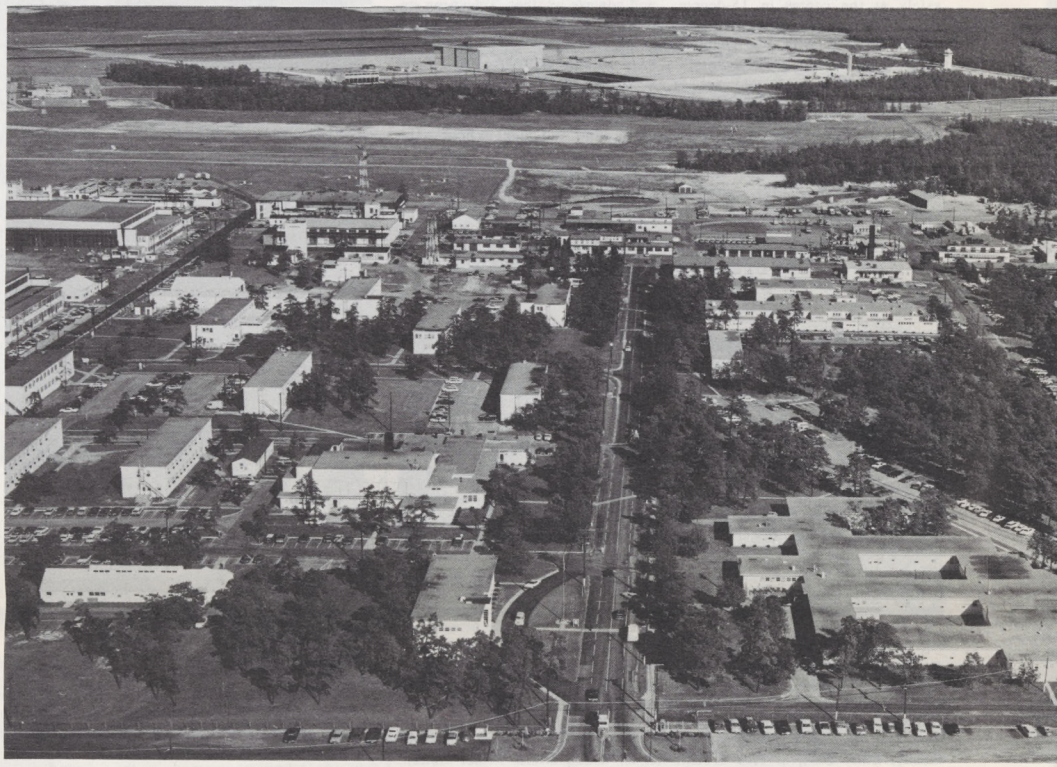
Technician checks circuit board.



Technician trains phototheodolite.



Mechanic changes spark plugs.



Aerial view of part of FAA's 5,054 acre National Aviation Facilities Experimental Center near Atl

By Edwin Shoop

ATLANTIC CITY—What's in a name? Some magic ingredient that conjures up a variety of mental images. This is especially true of place names. And it holds true for NAFEC—the National Aviation Facilities Experimental Center.

Ask any number of fellow FAA employees, even those who have been there, to draw you a word picture of NAFEC. Then attempt to organize their descriptions and you could become the agency's most outstanding surrealist!

Quite simply, NAFEC is a 5,054 acre aviation complex owned and operated by FAA. Situated 12 miles northwest of Atlantic City, N.J., it occupies the site of a former naval air station and will celebrate its tenth birthday in July.

The key to the simple definition is the word "complex." And this is why so many different people have so many different images. It depends a lot on what type of functional association the person has or has had with the center.

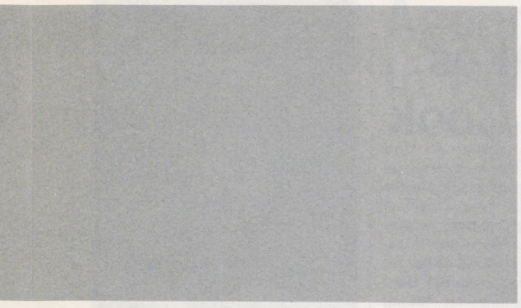
Basically, NAFEC's mission is to operate a national test center responsive to the needs of FAA research and development programs; conduct test and evaluation, and assist with research, development and implementation of aviation concepts, procedures and equipment; and perform other functions assigned by the Administrator.

This is a broad mission, and requires a broad variety of special structures, tools and personnel skills to be successfully carried out. Apart from the people, land, tools and structures that make up the basic NAFEC, it also houses the Eastern Region's Atlantic City Tower, airways facilities sector 105 and Atlantic City FIDO; the National Flight Inspection Division's FIFO-2; the Weather Bureau's airport station and a special projects branch of the Environmental Science Services Administration (ESSA); a tactical fighter group of the New Jersey Air National Guard (recently activated into the Air Force) and a detachment of an Air Force fighter-interceptor squadron, operating under the Air Defense Command.

The NAFEC airfield also serves as Atlantic City Airport. The city owns a small piece of property right in the heart of NAFEC on which it operates the municipal terminal and flight line.

Although the support provided these tenant functions is important, most of the center's work effort is in the conduct and support of technical projects generated by FAA research and development programs based on requirements of the system today and tomorrow.

The need for improvement, both short range and long range, is what establishes the agency's research and development programs. And while other forms of technical assistance are provided, NAFEC most frequently serves as the proving ground—conducting test and evaluation projects in air traffic control, navigation, communications, airports, aviation weather and aircraft



enter near Atlantic City.

safety, as assigned through the National Airspace System Program Office, the Systems Research and Development Service and the Aircraft Development Service.

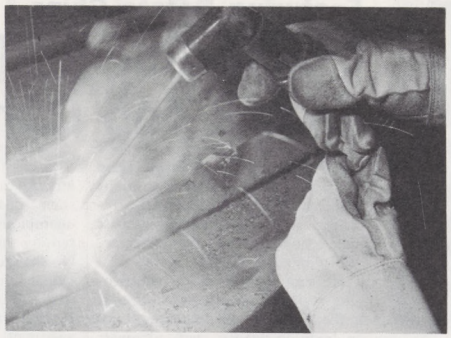
But regardless of where or how this important work originates, or how many scientific testbeds and laboratories are set up to accommodate it, the key to its successful completion is always found in the skill of the hands and minds that do it.

Within the FAA at NAFEC, some 1,900 employees are regularly engaged in well over 100 different occupational specialties. Alphabetically, they run the gamut from accountant through water tester and treater. And there is a lot of skill and talent in between.

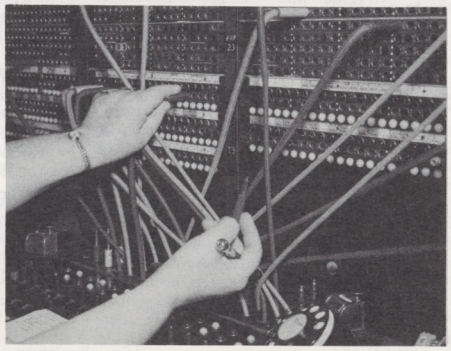
Of the 273 having bachelor degrees, 148 majored in engineering. Thirty-five members of this highly specialized team have master of arts degrees and four have doctorates.

The surroundings—the abundance of salt air, beaches, boats, bicycles and boardwalks—may contribute to employee dedication, motivation and esprit de corps. Be that as it may, every FAA employee at NAFEC realizes the importance of his or her skill to the total effort and takes a great deal of pride in contributing to the safety and progress of aviation.

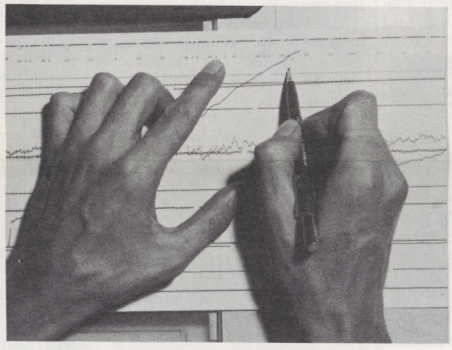
The hands shown on these pages by the NAFEC photographic section reflect the skills of many FAA employees.



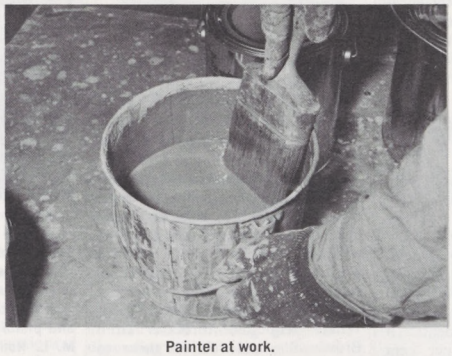
Welder repairs storm drain grate.



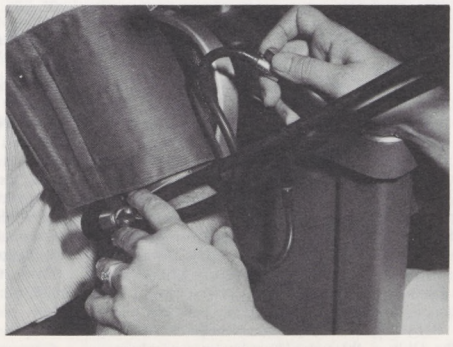
Operator makes a connection.



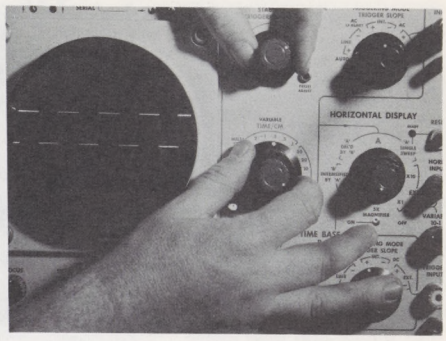
Machine operator reads a tape.



Painter at work.

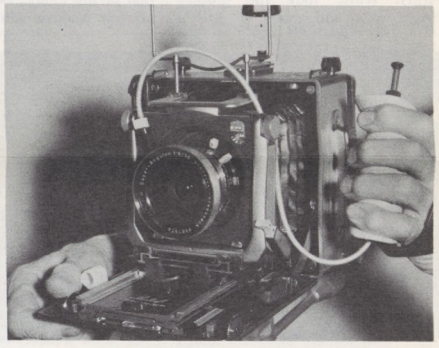


Nurse takes blood pressure.

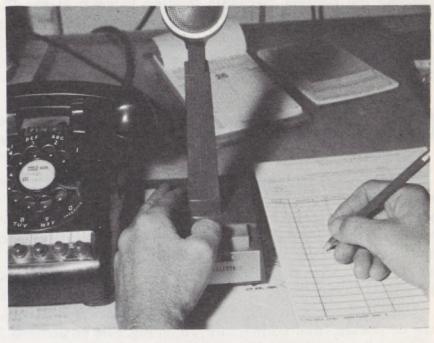


Technician calibrates oscilloscope.

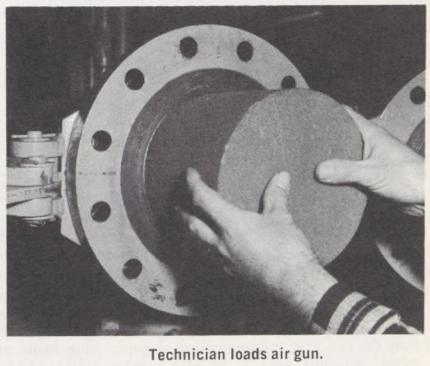
Secretary types a report.



Photographer focuses on object.



Vehicle dispatcher logs a call.



Technician loads air gun.

Tower to Lounge

Harold Duffield, ground controller in Dulles Tower, gives directions to a mobile lounge moving out to an aircraft with its human cargo. In front of him is the magnetized location board with numbered cubes.

DIA Controls Lounges

CHANTILLY, Va. — Although Dulles Airport's modern mobile lounges don't fly, their movements are carefully directed by personnel in the control tower.

Aiding the tower cabbies in this collateral duty is the Dulles mobile lounge movement status board, brainchild of an imaginative group of Dulles Tower thinking men. Chief among the innovators was Robert Kurtz, an air traffic specialist now with the Department of the Army. Kurtz took the group's bright idea and made it into a highly functional tool.

The movement status board assists the ground controller by depicting instantly the location of all lounges on the airport. The ground controller, in issuing his instructions to the lounge operators, physically moves permanent-type magnets on the status board to the appropriate clearance areas or destinations of the lounges. Each magnetic piece is numerically identified to correspond with the identification of the lounge being cleared to or from a movement area.

Train Mechanics

Boosting the aviation mechanic training program in the O. T. Autry Vocational Technical Center will be the FAA certificate being presented by A. L. Coulter (left) to Enid School Board President Milburn Carey. Watching are Instructor Quay Zevely (left center) and Enid School Superintendent O. T. Autry.

Center Wins Certificate

ENID, Okla.—Happiness is a well-equipped training shop, an experienced instructor and an FAA mechanic school certificate. That is how it adds up for 33 students in the O. T. Autry Area Vocational Technical Center here.

The last ingredient, the mechanic's certificate, was added Jan. 10, making the center the first public secondary level school to receive the certificate in the state. A brief ceremony in the mechanic shop marked the formal award of the certificate.

After the presentation by A. L. Coulter, Southwest Region deputy director, Instructor Quay Zevely said, "This assures us that we won't be losing any time in our training. It will enable us to qualify each student for his FAA mechanic's license."

Autry's unique system permits the student to attend an academic high school for half the day and the vocational center the other half. Fifteen hours a week is spent in classes, for a total of 960 hours during the two-year training period.

"Our objective here is to give students enough practice and technical experience so that after two years they can take and pass the FAA aircraft engine examination," J. W. Ridge, center principal, said.

Zevely, however, stresses the two-year training period is no snap course. "It is no place for skylarking," he challenged his students. "It is hard work and 100 per cent attention to the job."

Made possible by the Vocational Act of 1963, the vocational technical center serves 40 high schools in an eight-county area. Training ranges from automatic data processing to welding. It has an enrollment of 450 day and 223 night students.

Participating in the certificate awarding were O. T. Autry, Enid public school superintendent for whom the center was named; Dr. Milburn Carey, Enid school board president; Joel Yarborough, Enid aviation enthusiast who helped design the course; Jack W. Hudson, chief of Fort Worth area flight standards, and Melvin R. Hanson, supervising inspector of the Oklahoma City GADO.

Featuring Potato Chips

Exotic Recipe Makes FAAer Top Oahu Cook

HONOLULU—Harry Gene Monaghan, an ATC operations representative at Wheeler AFB, recently was crowned the state's best male cook for his exotic recipe, "Poi Chip Casserole."

He simply dreamed up the winning recipe from ingredients found in the kitchen—and to make it easy on budding agency chefs all over, the poi is optional: i.e., you can dispense with the pasty fermented island ingredient, if you don't have any in your own taro patch.

Only requirement to enter the 8th annual Men's National Cooking Championships was that the main dish had to use potato chips. Monaghan did and dreamed up a tasty concoction to top all island culinary buffs and join the nation's 50 best amateur male cooks, from more than 456,000 entrants.

The champ says he's been cooking for a long time—ever since his mother let him experiment in the kitchen. Now, he gets his biggest thrill when concocting something new. He says his winning recipe wasn't just luck. He made it again and again, changing it here or there until he felt he had achieved perfection.

His wife, Betty, even thinks he's a good cook, although he says "she's a better cook than I am; she's more consistently good."

In addition to his culinary talents, Monaghan is treasurer of the Toastmasters Club at Schofield Barracks and is a member of the Kiwanis Club at Hanapepe, Kauai.

He has three children, Paul, 26, Jeri Ann, 22, and Briand, 16.

Each state champion receives an attractive gold trophy. From the state champions, four regional champions were named, representing the best cooks in the West, North, South and East. The regional champions competed January 23 in the finals at Miami Beach. The winner received a cash award of $1,000.

Here is Monaghan's winning *Poi Chip Casserole* recipe:

½ pound package of crinkled potato chips; 1 can Spam, cubed; 1 onion, sliced; ½ cup chopped green olives; 2 cans cream of celery soup (undiluted); ½ cup grated cheddar cheese; ¼ cup cream sherry; 1 tablespoon butter; ¼ teaspoon ground black pepper; poi (optional), and parsley.

Directions are as follows:

Put layer of potato chips (half of package) in bottom of casserole dish. Saute cubed spam and sliced onion in 1 tablespoon of butter and ¼ cup of cream sherry. Add chopped olives.

Cover potato chips with above mixture and add a layer of celery soup (Cream of mushroom soup may be substituted). A layer of poi may be added over the soup.

Sprinkle with ¼ teaspoon coarse ground black pepper. Add remainder of potato chips. Cover with grated cheddar cheese. Decorate with olives. Cover and bake in 325 degree F. oven for 20 minutes.

During last five minutes of cooking remove lid.

Garnish with parsley.

The winning recipe serves eight.

Head Cook

Harry Gene Monaghan ponders the culinary masterpiece that made him Hawaiian champ. Looking on in admiration is wife Betty, who agrees he is a "champ" in the cuisine.

New York Towers Have Busiest Year

NEW YORK — FAA control towers at the three major commercial airports here have just completed the busiest year in their history.

Combined operations at Kennedy, LaGuardia and Newark Airports in 1967 totaled 1,070,577. This topped the previous high established in 1966 by some 90,000 operations. It also marked the first time the million operations mark had been surpassed, a feat which will become an annual event from here on in.

Kennedy Tower again handled the most operations, racking up a total of 481,555. LaGuardia was next with 329,005, while Newark had 260,017. The individual totals in each case are also new records.

Terre Haute FSS Gets Weather By Long Distance

TERRE HAUTE, Ind.—Robert W. Wilkie, air traffic specialist at the local FSS, recently was called upon to give an unusual briefing.

A pilot on the ground at Acapulco, Mexico, wanted to fly to Brownsville, Tex., but was unable to obtain a weather forecast for his destination.

Being a rather resourceful individual, he placed a long distance call to Owensboro, Ky., his home base, and remained on the line while Owensboro contacted the Terre Haute FSS, where Wilkie was on duty. In order to secure complete weather information, Wilkie requested forecasts from Brownsville and relayed them to the pilot through Owensboro.

DIA Outshoots WNA

The Dulles Police pistol team has bested the Washington National gendarmes by a score of 2,159 to 2,006 in the annual Director's Pistol match, thus retaining the sharpshooters' trophy for the third straight year. Officers guarding the handsome medallion bearing their team's name, a shiny badge and pistol are (left to right): G. W. Hunt; H. N. Nunley, Chief M. D. Benarik, M. L. Romine, Team Captain W. L. Loveland, H. N. Briggs, G. N. Dyson, chief of operations and standards; and P. S. Farnham, high scorer.

New Study Reports Airline Flight Activity

WASHINGTON—Friday is the busiest day for the airlines, and Saturdays and Sundays are the slowest, according to a new report on airline flight activity prepared by FAA.

The agency report, based on data compiled from the "Official Airline Guide," shows 17,009 airline flights on the Friday schedule during the sample month of May 1967. Saturday's schedule was 17 per cent less, and Sunday's 15 per cent less. Weekday flight schedules, Monday through Thursday, were only one per cent less than on Friday.

At 10 a.m. EST on Fridays, 998 scheduled airline flights were airborne. The number increased to 1,029 at 11 a.m. and then remained over a thousand for the next 10 hours. The high point was reached at 6 p.m. EST when 1,152 flights were in the air. The lightest schedule was at 3 a.m. EST when only 176 flights were airborne.

Of the total 17,009 Friday flights, 6,398 were jets, 4,551 turboprops, 5,284 piston airplanes and 776 helicopters.

Community pairs exchanging 100 or more Friday flights were Los Angeles-San Francisco, Boston-New York, and Cleveland-Detroit. An additional 70 community pairs exchanged 30 or more flights in the Friday schedule.

The busiest airline departure hours, each with more than a thousand departures, were 11 a.m. EST and 12 noon; 4, 5, and 6 p.m. EST and 8 p.m. EST.

The busiest arrival hours were essentially the same.

Piston aircraft flights decreased 21 per cent during the same two year period. Jet service has more than doubled.

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 two questions: First, enclosed is a list of four facilities showing the number of personnel and their grade levels. Although these are similar installations, there seems to be a wide difference in the facility staffing and grade levels. Why?

Answer: The situation is being thoroughly investigated to insure that all positions are properly classified. You must bear in mind, however, that positions may look similar on the surface but when examined closely can be quite different in assigned duties. These differences may result from equipment modifications or different duties that are not easily recognized in the job title. Your facility, by the way, is one of those being modified to make it more useful in the control of air traffic and less complex to maintain.

Question: My second question is: Why is there a lack of a progressive ladder to the chief position in AFS jobs?

Answer: Although not in written form, a clear-cut ladder to higher positions in your specialty has existed for some time. More training, additional education and a willingness to transfer are some of the ways that you can better your chances for advancement. A formalized career handbook describing these means in detail is presently undergoing field evaluation and will be put into agency use soon.

Question: What is the policy regarding electronics technicians enrolling in formal FAA Academy courses even though they already have the required certification authority for the equipment they work on but they desire to improve their efficiency and performance?

Answer: When the agency gives certification authority to an employee, it assures the public that the employee possesses all the knowledge and skill necessary to keep specific systems in top-notch operating condition. Since training is one of the steps in certification, it would be very difficult to justify Academy training on a particular system after certification has been granted, unless major system modifications or new generations of equipment demand more formal training. However, should certification lapse, or be withdrawn for inadequate performance, it would then be possible for the employee to be assigned to the Academy for formal training. Of course, you can always enroll in one of the Academy's Directed Study (correspondence) courses to improve your performance and efficiency. The Academy has a long list of these courses which may be taken both during duty hours and off duty hours, subject to proper approval.

Question: I have two questions: In the past, at other job locations, I have been unable to get a waiver to do the type of flying and instructing that would enable me to keep a flight instructor certificate current. (1) Is there any way I can get the necessary experience and still not have a conflict of interest.

Answer: First of all, you should try again at your present location to get a waiver. You may find the situation to be quite different from your previous location. Then you should try to join an FAA flying club to retain your currency. If you are still unsuccessful, you should contact your local personnel office to get particulars on training and career programs which may enhance your opportunities for career progression. It is quite possible that you may already qualify for a general aviation operation inspector position without the need of the formal program advertised in Order 3330.19. Your particular region may wish to slot you directly into a trainee position or draw up the necessary papers for an individual training program—depending on the needs of the service.

Question: (2) Is the General Aviation Operations Inspector Trainee Program still in operation and if so, where do I write to get information?

Answer: The deadline for applications has passed. Selections have been made for the 31 positions and the current program should wind up in about two years. After the current program ends, an evaluation of the program will be made to determine whether or not it should be continued in its present form. Keep a lookout for any subsequent notices advertising this program and try to keep in touch with your local personnel office.

Agency Lauds Students For Efforts In Recovering Stolen Equipment

ATLANTIC CITY—Two local high school seniors, David Grabel, 17, and Stephen Telenko, Jr., 18, recently were officially recognized and praised by FAA for their efforts in recovering valuable equipment which had been stolen from a remotely located experimental VOR station operated by the National Aviation Facilities Experimental Center (NAFEC).

The equipment recovered was two theodolites and tripods, valued at $2,144. It is used at the experimental VOR to track aircraft during tests of the navaid and for surveying at the site.

Laudatory letters and plaques were presented by NAFEC Director Jack Webb during a student assembly at Oakcrest Regional High School, with the parents of both boys also in attendance.

According to security assistant Russell Miller, of NAFEC compliance and security, "Spotting the equipment was just a matter of good fortune. It had been discarded in meadow grass about seven feet high. But the trouble these boys went to in getting it into the hands of the proper authorities was most commendable."

When the equipment was found, Grabel and Telenko, next door neighbors in nearby Egg Harbor City, were off from school because of a teacher's conference and were hunting water fowl. They simply stumbled onto the equipment while trudging through the marshes.

After putting the equipment in Telenko's car, they drove to his home and, on the advice of his mother called Robert Orme, an uncle, employed at NAFEC in the plant utilities section. Orme tentatively identified the equipment as FAA property from what appeared to be a NAFEC inventory sticker, and told the boys to turn it over to the Galloway township police.

By mid-morning, NAFEC compliance and security had been notified and Miller and Police Captain Samuel Leonetti had assembled with other authorities in the Galloway township police station. Positive identification of the equipment was made by Project Manager Samuel Taggart, of the navigation section, who first had reported the equipment missing.

By the time Grabel and Telenko had accompanied police officials back to comb the scene where the equipment was found, and filled in all the details of their finding, their holiday from school was over. No water fowl were bagged but it had been a successful hunt.

As expressed in Director Webb's letter to each of the boys, "Your integrity, unselfish giving of time and spirit of cooperation were most commendable. In behalf of the Federal Aviation Administration, please accept the accompanying plaque as a token of our most heartfelt appreciation."

Honest Students

Stephen Telenko, Jr. (second from left) and David Grabel pose with their letters and plaques between Jack Webb (left), NAFEC director and Arthur Newman, Oakcrest High School principal, following presentation ceremonies before the Oakcrest student body. The young men found and returned stolen VOR equipment valued at more than $2,000.

Recovered Loot

Russell Miller (left), security assistant, and Samuel Leonetti, NAFEC police captain, display one of the two theodolites and tripods stolen and later recovered.

Employees Offered New Insurance

(Continued from page 1)

insurance were canceled automatically February 14, and regular insurance coverage and withholdings began the next day unless the employee filed a new waiver.

• All employees, except those excluded from coverage by law or regulation, and those whose salary or annuity would not be sufficient to cover the cost, are required to elect or decline the optional insurance. Each employee's decision must be recorded on a new "Election, Declination, or Waiver of Life Insurance Coverage," Standard Form 176-T.

• Using the new form, the employee can, by marking the appropriate box, *elect* the optional insurance in addition to the regular insurance, *decline* the optional insurance without affecting his regular insurance, or *waive* the regular insurance, which precludes him from having the optional insurance.

• An employee who elects optional insurance between now and April 14, and who later changes his mind, may cancel his election at any time by filing a new Form 176-T declining the optional insurance. Such a cancelation takes effect at the end of the pay period in which it is received in the employing office. An employee who first declines optional insurance, but decides on or before April 14 that he wants it, may file a new Form 176-T electing the optional insurance. His coverage will be effective upon receipt of the form in his employing office.

• A new employee hired on or before April 14 automatically acquires regular insurance effective on his first day of duty. He must file a Form 176-T no later than April 14, or within 31 days of his appointment, which ever gives him more time.

• Every employee who carries regular insurance automatically had the optional life insurance (except for dismemberment protection) at no cost to himself between 12:01 a.m. December 16, 1967, and midnight February 14, 1968. The Commission stressed, however, that an employee who dies between February 14 and April 14 will have optional insurance protection only if (a) he elected this insurance or (b) the Commission determines that he did not have a reasonable opportunity to elect it.

ATS Specialists Save Several

(Continued from page 1)

in-flight briefings; six flight plans; and made eight weather observations.

William H. Lowe, Tonopah FSS Chief said, "Elias has a commercial pilot's license with an instrument rating, and Gruhn is a commercial pilot also. They both have done a tremendous amount of flying in our area, and their experience certainly paid off during that five-hour session."

Lowe went on to explain that Tonopah works one of the largest flight service areas in the U.S.—over 60,000 square miles.

The new direction finder has been in use at Tonopah since May 1967. In the six-month period from July 1 to the end of 1967, Tonopah FSS recorded 19 flight assists.

Nigerian Gets His A & P License

(Continued from page 1)

O. Cary, FAA's assistant administrator for International Aviation Affairs.

Cary himself was moved by the story and wrote to Lou Kalusche, FAA's representative in Lagos, to ask if anything could be done. In turn, Kalusche was impressed by Adigan's resourcefulness and persuaded the general manager of Nigeria Airways to help Adigan out. The airline took him on as an employee for a month, entitling him to free transportation.

That was when Adigan started his correspondence with Cary—first to express his appreciation, then to keep the FAA international head up to date on his progress. By the time Adigan graduated from his 78-week course in mid-December 1967, he and Cary had exchanged a folder full of letters.

It was fitting that Adigan would want to see his FAA benefactor before he went back to Nigeria, so he stopped in Washington en route from Kansas City to Lagos. Before Adigan left Washington, Cary wrote another letter: this one to Howard J. Duffey, FAA's new representative in Lagos. The subject: a request to help Adigan find a job.

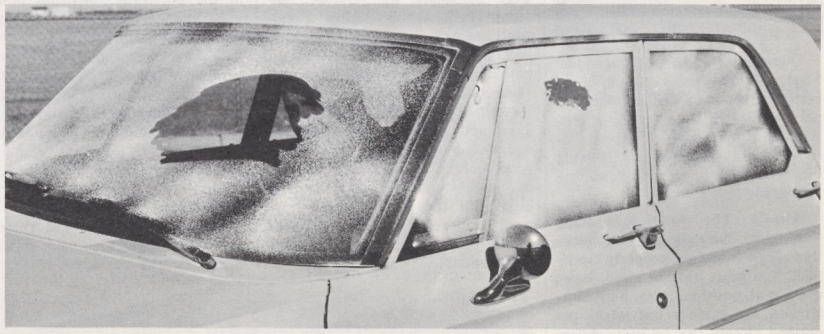
Why had Cary gone to so much trouble for the young African? He answered, "The purpose of much of our technical assistance is to train foreign nationals to do just such a thing, so that they may work in their own country and help develop their own aviation system."

And Adigan? What were his final words to Cary? "I thank you for all you have done for me. God bless you."

The next day he flew home to become one of Nigeria's small but growing number of mechanics.

Expressway driving requires certain unique driving skills. This driver has made a not uncommon driving error that could result in an accident. What is it? Expressways have approach and acceleration lanes. When entering an expressway, the acceleration lane should be used to gain expressway speed before the vehicle is moved over into the traffic lane. But watch that you don't get "boxed in" when the acceleration lane ends.

Drive To Stay Alive



This familiar winter driving scene tells an obvious story. Defensive driving practices went out the window. If you can't see well, you can't drive defensively. A well-placed outside rearview mirror helps.

By Floyd Gibson

OKLAHOMA CITY—The light turned green and the automobile headed into the intersection. There was a resounding crash of metal as another driver decided to "beat" a red light. The net result was $800 damage to two vehicles and $3,000 in medical bills to the drivers and their occupants.

In another case, a line of automobiles was proceeding in the right hand lane of the highway as it entered a city. The driver of the vehicle in the left lane saw a small opening and darted in the right lane between two other autos. Brakes screeched, and one of those accordion type reactions resulted in dozens of sore necks and more than $1,200 damages.

And then there was the driver with three passengers who entered a highway curve at 50 miles per hour, hit his brakes to slow down and lost control of the vehicle which rolled over twice. Another $3,000 in medical and hospital bills was tacked to $700 damage to the vehicle.

Practice Defensive Driving

What caused these accidents? Take a closer look and you will find that none of the drivers was practicing that common-sense idea known as "defensive driving." All of these accidents could have been avoided as easily as pouring yourself a glass of water.

But the FAA is busy doing something about these tragic mistakes on the streets and highways. For several months, in one of the Aeronautical Center classrooms, center employees have been taking a course in defensive driving.

The defensive driving course being given to government-licensed drivers throughout FAA is a tested and effective way to train better, safer drivers. It's based on concepts and techniques widely used to train professional drivers, and designed for ordinary drivers who want to improve their driving ability and become safer drivers.

The basic theme of the course is "How to Drive to Stay Alive." It's a giant step forward in the nationwide effort to reduce this leading killer of human beings.

Course Alerts Employees

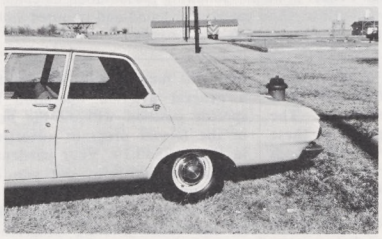
"The course alerted me to some of my own bad driving habits and the need for alertness and awareness of the actions of other drivers," is the paraphrased comment of center employees Glen M. Knappenberger, George E. Thompson, J. H. McMaster, Jim Hendrix, Cecil Fillmore, L. S. Rouse and many others who have taken the course.

Why should FAA be concerned with defensive driving courses? Some statistics can provide partial answers. Nearly twice as many people were killed in the United States in one recent year in traffic accidents than have been killed since 1871 in all major disasters, including fires, marine accidents, floods, storms, earthquakes and all others. And since safety records have been kept, the number of facilities in auto accidents totals up to a whopping 1.5 million human beings. Compare this with the total U. S. losses in all wars from 1775 to the present which add up to 1.1 million men. These statistics come from the National Safety Council.

Before the end of this year, all FAA employees licensed to operate government vehicles will have completed the defensive driving course.

Drive defensively—the life you save may be your own!

Backing into unseen objects is the leading category of accidents among FAA drivers. Experts advise that if you can't see what's behind you, get out of the vehicle and check the backing path. Below, the driver is signalling correctly for a left turn, but having turned his wheels while waiting, he could be pushed unwittingly into oncoming traffic.



The driver has just entered a curve. Is she practicing defensive driving by braking the car at this time? No, she should have braked before entering the curve and should not accelerate until at least halfway around curve. She should also have two hands on the wheel!

This FAAer plans to make a right turn. An accident could be in the making. Why? Right turns should be made from the lane nearest the right curb to prevent other vehicles, bicycles, etc., from passing on the inside.