



## Center Team Takes Ice Tourney With Montreal

BILLERICA, Mass.—Controlling the puck with the same skill they control aircraft at their radar scopes, Boston Center skaters scored a major upset by defeating their counterparts from the Montreal Center two in a row at the Forum here in their annual ice hockey tournament.

In each hard-fought contest, Boston's margin of victory was one goal. The Beantowners took the opener, 4-3, and next day won another squeaker, 3-2.

Coach Jack Hayes' team had fans cheering wildly in the tourney inaugural as Boston displayed a dazzling display of passing, shooting and defensive prowess against the favored Canadians. Bill Boudreau, Bill Henderson, Paul Fisher and Bill Twomey were the goal-getters, with Twomey's being the clincher after the visitors had fought back to knot the score.

Paul Fisher's breakaway goal, his second of the series, provided the margin in the second game. Sandy Streep and Jack Cotter also chipped in tallies to help Boston avenge three previous setbacks.

Ed McCarthy and George Daley were both outstanding in the nets for the victors. They received strong support on defense from stalwarts Jack Hicks, Sandy Streep and Stan Babinski.

Up front, additional sparkling performances were turned in by Russ Hall, Jack Basius, Bronco Nawrocki, Roger Gauvin, Terry Brennan and Jack Ferrie.

Boston Center Chief Clarence Kynock dropped the first puck at center ice in the opener of the series. Looking on were Boston Area Manager William Cullinan, Assistant Manager William Crosby, Air Traffic Branch Chief Sidney Poe and Assistant Center Chief Waldo Aldrich.



### Puckish

The Boston Center's hockey players prepare to square off against friendly foes from the Montreal Center. The Yanks won both contests in their annual tournament meet. Kneeling (left to right) are: Bill Twomey, Jack Basius, Sandy Streep, Roger Gauvin and Paul Fisher. Standing at back (left to right) are: Ed McCarthy, Boleslav Nawrocki, Stan Babinski, Dick Beaver, Jack Ferrie, Jack Cotter, Bill Henderson, Jack Hicks, Bill Boudreau, Russ Hall, Terry Brennan and George Daley. All are FAA employees at the Boston Center which is located at Nashua, N.H.

## Boy Solos And Solos 24 More In Same Day

By Frank King

FULLERTON, Calif.—When young Cody Walters celebrated his 16th birthday here recently, he did it in a big way.

He soloed early in the morning, then proceeded to set a possible record for the number of light planes soloed in one day.

Harold E. Korell, Fullerton Tower chief said, "Cody took off on his first solo at 7:25 a.m. in a 'Tri-Pacer.' He then soloed 24 other types of aircraft for a total 25. He knocked off for lunch during the middle of the day and ended his feat at 3:16 in the afternoon."

The weather was ideal for the record setting, Korell said—sunny



### Dewy First

Cody Walters, 16, with early morning dew on his aircraft's wing, is shown just before his record-setting effort in soloing 25 different types of light aircraft in one day.

and not too hot. The wind came up after lunch but the 20-knot breeze blew straight down the runway and didn't hinder operations in any way.

(Continued on page 7)



### Photo Buff, Too

Rogene Thompson, Woman's Award winner, adjusts telephoto lens on her 35 millimeter camera. She studied photography at night school in Alaska, along with drafting, public speaking and audio-visual aids courses—all of which have helped her in her job as watch supervisor in the Anchorage ARTC Center.

## Gene Thompson Is Federal Woman's '68 Award Winner

WASHINGTON—Arriving in a wolverine-trimmed, silver fox parka, Gene Thompson reached the end of a long journey last month. It was the climax of a 24 year odyssey that took her from a sub-

assembly line inside a Wichita B-29 manufacturing plant to the Anchorage Center to the nation's capital, where she was named one of the seven most outstanding women in the Federal government.

Miss Rogene Thompson, supervisory air traffic control specialist in the Anchorage air route traffic control center, joined an elite group of American women by being selected as a recipient of the 1968 Federal Woman's Award. In so doing, she became one of 55

women ever to have received the highest honor accorded to women in government, the second in FAA (Mrs. Blanche Noyes, the agency's Air Marking Specialist was the first in 1963), and the first female air traffic controller to be so feted.

### Chances Small

There are more than 650,000 women on Uncle Sam's payroll, so it is not hard to see how small this particular winner's circle is.

Along with six other eminent women, ranging from a clinical psychologist to a civil rights officer, Gene will be honored at the eighth annual awards dinner March 14 in Washington. President Johnson is scheduled to present the awards. This year's winners represent grades GS-13 to GS-16, or a salary range of \$14,400 to \$23,079.

The panel of judges selected Gene for her singular efforts in helping FAA cope with the surging growth in air traffic linking Alaska, the West Coast, and the Orient. What was just a dream for Columbus—a short route to the Orient—has become a reality for modern jet airline captains. In fact, in the last six years commercial traffic in the oceanic area has increased at the rate of 33 per cent annually. In 1966 it was up 47 per cent. The acceleration of American air activities in Vietnam has added tremendously to the volume.

### How To Cope With Traffic

By the fall of 1966, it was becoming quite clear that the agency's physical facilities and operation procedures were becoming inadequate to handle the increased traffic. Alaskan Region controllers were asked to help find solutions. Determined Gene Thompson came up with the answer that worked. (Continued on page 7)

## FAAer Meets CG Rescuer

WASHINGTON — Thomas Brown, Jr., Washington Area office, was performing his annual two-week active duty two summers ago as a major with the National Guard at Travis Field, Savannah, Ga.

On a routine flight, Brown's F-84F jet experienced a flameout, so he ejected approximately 50 miles east of Savannah Beach.

The nearby Coast Guard Air Station was notified, and a large HH 52A helicopter on a training flight was immediately diverted to the area. The reserve major was lifted from a heavy sea by hoist into the passenger cabin, which is separate from the crew compartment, and safely delivered to his home station.

A couple of weeks ago, civilian FAAer Brown attended a Queen Air ground school at Hangar 6 in Washington. Other attendees included LCDR Albert Reif, U.S. Coast Guard, assigned to aircraft programs of flight standards.

Upon learning that Reif, was a member of the Coast Guard, Brown described the incident to him and inquired how the pilot of the rescue helicopter could be contacted to be thanked.

Commander Reif advised Brown that he could easily thank the pilot personally. Reif had been commander of the helicopter on that particular mission.

Needless to say, the meeting was a gratifying experience to both.

## EMT Diver Recovers Rocket

MIAMI—For extraordinary courage displayed while assisting in the recovery of an armed rocket, Fred Grothe, electronics maintenance technician, has received FAA's Certificate of Achievement.

Grothe, watchstander in airway facilities at the center here is an avid skindiver in his leisure hours. While pursuing his favorite hobby one afternoon, he and a friend located a submerged air-launched training rocket (ATR). Realizing that it was some kind of weapon, Grothe carefully marked the area and quickly notified local military authorities.

The U. S. Coast Guard was assigned the recovery mission. Grothe joined the search party, relocated the rocket, and assisted in diving operations resulting in recovery of the rocket.

In recognition of this deed, Grothe and his friend, Martin Meylach, were jointly commended by the Officer In Charge, Naval Ordnance Laboratory Test Facility, Fort Lauderdale, Fla., who wrote, "On behalf of the U. S. Navy and particularly this activity, it is a pleasure to commend you men for

your magnificent cooperation, time spent, and labor expended in recovery of the ATR training rocket . . . special note is made that Mr. Grothe and Mr. Meylach, after locating this piece of ord-

(Continued on page 7)



### Up She Comes

Fred Grothe (left), AFS electronics technician, and his skindiving buddy, Martin Meylach (wearing straw hat) assist two Navy frogmen to recover an armed air-launched training rocket.

# Pilots in the West Think New 'Operation Rain Check' Is Tops

By Cliff Cernick

OAKLAND—Private pilot Herbert Funk recently completed a 12-hour ATC familiarization course at the center here called, "Operation Rain Check." His terse evaluation: This program "may someday save my life and the lives of pilots who participated."

The course was designed to help IFR pilots gain a better understanding of the FAA system through actual observation at the center and the Oakland Tower TRACON. Seated next to controllers, pilots watch aircraft being vectored and handed off from sector to sector and center to tower. They learn what causes delays in the system, why some aircraft have to be re-routed, and how pilots themselves can contribute to smoother functioning of the system.

During an award ceremony, Regional Director Arvin O. Basnight presented a Certificate of Achievement to the center signed by the Administrator. Basnight and Her-



## Graduate

Joseph Eke, (right) flight instructor from Belmont, Calif., receives Operation Rain Check 'graduate' certificate\* from Robert Patterson, Air Defense officer at Oakland Center.

vey O. Aldridge, San Francisco area manager presented individual awards to Joe Basham, who devised the course and was the original instructor; Joe Harrell, co-instructor; Harry Little, head of the center's training section; Jack Thomas, acting chief of the center; Keith Hendrickson, who conducted orientation at the Oakland TRACON; Patricia Sweeney, secretary; Lorraine Short and Alice Galliher, clerk-typists.

Joe Crotti, director of the California Division of Aeronautics, was also on hand to add his congratulations. Frank Happy, chief of San Francisco Area air traffic and former Oakland Center chief, also was present.

Funk, one of the more than 300 general aviation pilots who completed the instruction since the classes were started last fall, termed the course "one of the most interesting, challenging and worthwhile experiences I have ever had."

The program was so enthusiastically received in Oakland that it is being implemented throughout

the Western Region and is also taking hold in other regions.

The Center's Certificate of Achievement states: "... to the Oakland Air Traffic Control Center for initiative and effort in developing 'Operation Rain Check,' a method of familiarizing pilots with the operation of the air traffic system. This program has resulted in a significant contribution to safety and service to the public.—(Signed) William F. McKee."

In presenting the award, Basnight stated: "I am pleased to be able to add my congratulations for a job well done to those of the Administrator."

In an earlier message to the Western Region director, the Administrator commented: "I am proud and pleased... 'Operation Rain Check' conforms completely with our FAA objectives: not only meeting day-to-day problems, but also looking around and ahead for problems, finding enlightened solutions for them and following through with the necessary effort to provide more meaningful service to aviation."



## Shrimp Boats

Controllers at Oakland Center join with pilots around radar scope to discuss air traffic control procedures during "on-the-job" session of "Operation Rain Check."



## Standby Controller

An "Operation Rain Check" participant observes air traffic control operations at Oakland Center. Aaron Graupman (left), ATC specialist, shows Rain Check pilot the ten channel ATC RBS for Stockton sector.



## Hangar Flying

Pilots' discussion of IFR flying continues during one of the breaks which punctuated "Operation Rain Check" sessions. From left are: Russell Mickelson, Joe Basham, instructor; E. C. Cooley, Jr. and Richard Meyr.



## Concentrate—Who, Me?

Santa Barbara models Carolyn Barrett and Nancy Smith paid a visit to Santa Barbara Tower following a fashion show at nearby Goleta Valley Girls' Club. Richard N. Ellis, air traffic specialist, carries on despite the attraction of girls wearing gowns from a \$100,000 airline collection.



## Radar

"Operation Rain Check" participants Judy D'Arcy and David Martin (second from right) observe Oakland Center controllers Lee Stracner (foreground), and Ralph Sory at work on control situation. Standing is Harry Little, evaluation and proficiency officer at the center.

# Vacationing Japanese Pilots Get Outstanding FSS Service

HONOLULU—Winning friends and influencing them is exactly what David Sugimoto, watch supervisor at the FSS here did.

Sugimoto went those "extra miles" when he provided flight services to a vacationing group of eight high-spirited and adventurous general aviation pilots from Japan, all of them intent on touring the principal islands of the Hawaiian chain in rented single-engine aircraft.

The four private pilots and four student pilots, holding special-purpose certificates, represented three Japanese flying clubs. Almost at once they realized that their lack of familiarity with the language could cause their plans to go down the drain—and here is where Sugimoto, who speaks Japanese, entered the picture and saved the day.

He conducted a series of briefings and meetings—many after his regular working hours—for the convenience of the visiting group, sometimes meeting with them in their hotel rooms. In addition, he went to the trouble of writing down in Japanese the do's and don'ts of flying in Hawaii and, as an added safety precaution, persuaded them to have an interpreter accompany them to handle the radio-telephone air/ground communications.

Once on their way, the visitors

completed their trip without incident, seeing more of Hawaii in three days than many residents do in a lifetime of flying—including the erupting Kilauea volcano on the Island of Hawaii.

The 100-mile over-water flight between the Islands of Oahu and Kauai provided an electrifying moment for one of the pilots. Speaking through an interpreter, he said, "Even though Mr. Sugimoto had prepared me for the experience, it was nerve-tingling to lose sight of land. My throat got dry and I felt a moment of panic when I realized I could not see Kauai ahead."

All were extravagant in their praise for what they termed "unbelievable hospitality and professional assistance from the FAA." They were unanimous in their determination to make a return trip to Hawaii and also to spread abroad throughout the general aviation community of Japan the favorable impressions they gained while on American soil.

Commented Thomas Moore, assistant FSS chief, who is Sugimoto's boss: "David Sugimoto could not have done a more effective job as an ambassador of good will. He deserves a pat on the back for a job well done."



## Aloha Spirit

David Sugimoto (right), a watch supervisor at the Honolulu FSS, goes an "extra mile" in providing flight briefings to a group of vacationing general aviation pilots from Japan in their hotel rooms. The Japanese pilots spent their vacation "flight-seeing" the islands in rented single-engine planes. Sugimoto's extra service not only assured a safe flight for the visiting fliers but won lavish praise for the agency.

# FAAers Tell Aviation Career Story to Students

FRESNO, Calif.—The agency joined industry representatives in stressing aviation careers at Fresno's second annual Career Guidance Clinic here recently.

More than 12,000 students crowded into the career exhibit building at the fairgrounds.

They clustered around 50 booths set up by business, professional and government groups, eager to get

first-hand data on a variety of careers.

O. B. Cox, local coordinator, arranged the aviation booth.

It was manned successively by representatives of FAA and the aviation industry.

Speakers representing the various aviation facets briefed students at 20-minute intervals on careers available in aviation, including

scholastic requirements and the wide range of positions available in the field.

FAAers manning the booth during the four-day event were Bob Cox, Fresno GADO; Joe Gilkison, airway facilities sector; Donald Hoesepian, Fresno Tower; Jim Taylor, Lemoore NAS RATC Center; and Laleigh Stegall, airway facilities sector.

# Alaskan Flight Clinic Draws 400 Bush Pilots

ANCHORAGE—"Biggest turnout we've ever seen—anywhere!" marvelled James W. "Pete" Campbell when he saw the throng of 400 Alaskan pilots who signed up for the three-day flight instructor clinic held here recently.

And coming from the head of "Campbell's Caravan" of professional flight instructors from the FAA Academy at Oklahoma City, that's really something.

Co-sponsors of the clinic were the Alaska Transportation Commission, Division of Air Commerce, and FAA.

"The purpose of the clinic was to acquaint the general aviation public, together with all flight instructors, with the principles of instrument flying and the proper use of the national aviation system," said Orville A. Perley, accident prevention specialist for flight standards.

"They came from all over Alaska to attend," commented William Burns, commissioner of Air Commerce. "We had airline captains, air taxi operators, flight instructors, private pilots—and even students enrolled in aerospace education programs in the local high schools and Alaska Methodist University."

Alaska's Governor Walter Hickel gave his endorsement to the clinic by proclaiming the period January 22-28, "Aircraft Pilot Instrument

Training Week" in the 49th state.

The Governor said: "The State of Alaska recognizes the importance of the aviation industry both as an economic factor and a public convenience and necessity for the transportation of persons and property," and that, "competent aircraft pilots are a necessity to maintain this industry."

This was the first instrument flight instructor clinic ever held in the 49th State.

Campbell was assisted in the flight instruction by Frank Jamison and Charles Steuben.



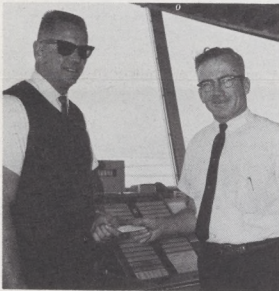
### On Tape

Charles Wayer (right) chief of flight inspection, video tapes lectures during the three-day clinic, using the region's portable equipment. Frank Jamison looks on.



### Hangar Session

Mrs. Pat Gillespie, Lyle K. Brown, director of the Alaskan Region (left) and James W. (Pete) Campbell, who headed the team of professional instructors from the Academy at Oklahoma City, relax during coffee break. Mrs. Gillespie operates Pat's Flying Service at Merrill Field.



### Boss's Ticket

Terrence Tennant (right), controller at the Klamath Falls, Ore. Combined Station/Tower, presents the first ticket to the Babe Ruth World Series this year to his boss, Francis Flink, tower chief. Tennant is the chairman of ticket sales for the late August event, which will bring eight competing teenage teams to their city.

# Eleanor Rogers Named NAFEC NAS Librarian

ATLANTIC CITY—Eleanor K. Rogers has been appointed chief of the agency's National Airspace System (NAS) documents library at the National Aviation Facilities Experimental Center. She reports to James F. Williams, chief of the NAFEC library.

Established last March, the NAS library contains 60,000 documents and provides a library service to the agency, other government agencies and contractors. Periodically, it publishes catalogs and indexes.

Mrs. Rogers studied at Trenton State College and earned her masters degree in library science at Rutgers University. At the center since the library was established, she has 22 years of civil service.

# FAA General Aviation Exhibit Was Big in 'Frisco Boat Show

SAN FRANCISCO—FAA took part in what is believed to be the largest exposition of its kind ever to be held on the Pacific Coast: the 26th annual San Francisco National Sports and Boat Show.

More than 352,000 persons visited the 10-day exhibit of aircraft and boats.

The agency's general aviation exhibit of aeronautical charts drew brisk attendance throughout the show.

FAA brochures were distributed to those interested in learning more about the agency.

Personnel from the San Fran-

cisco Area office and Bay Area facilities who volunteered to man the booth were James Alley, Benjamin Antczak, Edward Arri, Donald Bennet, Marlin Binger, Donald Boberick, Bryan Roberts, Richard Bradley, Carl Braunstein, Arthur Cordes, Arthur Corwin, Francis Davis, Henri D'Estout, David Field, John Grady, Arvid Hess, Spencer Honey, Fred Isaac, James Lamson, Louis Martin, Kenneth McCool, Norman Merkel, John Pamplin, Darrell Patterson, Albert Piehl, Robert Robinson, Joseph Steinmetz, Thaddeus Szydio and John Zentner.



### Air 'n Sea

FAA's exhibit in the aviation section at the 26th annual San Francisco National Sports and Boat Show drew more than 352,000 persons. FAA volunteer James Lamson (left), of San Francisco tower, was one of 29 FAA employees who offered to man the booth during the show's 10-day run.

# Handicapped Engineer Receives High Award

LOS ANGELES—James A. Krueger will receive the Citation for Meritorious Service from the Governor's Committee that selected the 1968 Handicapped Californian of the Year.

Krueger, who was named FAA Handicapped Employee of the Year by the Administrator in February 1967, is a 43-year-old Montana-born aerospace engineer and the son of an early barnstorming pilot.

A severe arthritic handicap has not impeded his aviation career. He specializes in the engineering evaluation of aircraft modified under the supplemental type certification program. Jim runs structural and powerplant evaluations on helicopters and general aviation aircraft. He performs his duties without assistance of any kind.

He has innovated techniques for doing everything from driving cars

to flying airplanes. Jim has logged over 50 hours as a student pilot and is working on his private pilot ticket. Much of his time is spent rebuilding a 1934 Waco Model UKC in which he has incorporated modified controls and mirrors so he can fly the airplane.

Jim has been with the FAA since 1957. He has worked as an aeronautical engineer with a private consulting firm and holds a bachelor of science degree from the University of Minnesota. He is married and has six children.

Not too long ago, one of Jim's friends who ran a small taxicab operation, became ill and had to spend four months in the hospital. While his friend was ill, Jim drove a cab three or four hours a night—without pay—until the friend was able to come back to work.

That's just like Jim!



### Five for Flying

The Richmond, Va. GADO and Virginia State Police conducted a recent flight clinic for 30 of the state's flying lawmen. Posing in front of a Cessna "Skylane" are (left to right): Lt. Martin Kent, state police; "Ham" Gowin, GADO chief; Jim Riley, principal operations inspector; Ed Gelletly, operations inspector, and Capt. M. S. Urick, state police personnel chief.

# Flying Lawmen Complete Training Given by Eastern's Virginia 'Ham'

RICHMOND, Va.—A ground and flight training clinic sparked by H. A. "Ham" Gowin, supervising inspector of the GADO here, was completed early this month by 30 Virginia state police, who pilot airplanes in carrying out their law-enforcement activities.

The course, believed to be the first of its type in the nation, was arranged by Gowin with Lt. Marvin Kent, training officer and chief pilot for the Virginia State Police. It consisted of two days of ground school, followed by flight supervised by Jim Riley and Ed Gelletly, GADO inspectors.

The ground school consisted of

classroom lectures, movies and exams, all planned by Gowin who also acted as an instructor. Riley and Gelletly assisted Gowin in the classroom.

Presentations dealt with subjects such as weight and balance, flight maneuvers, navigation, instruments, density altitude and wake turbulence.

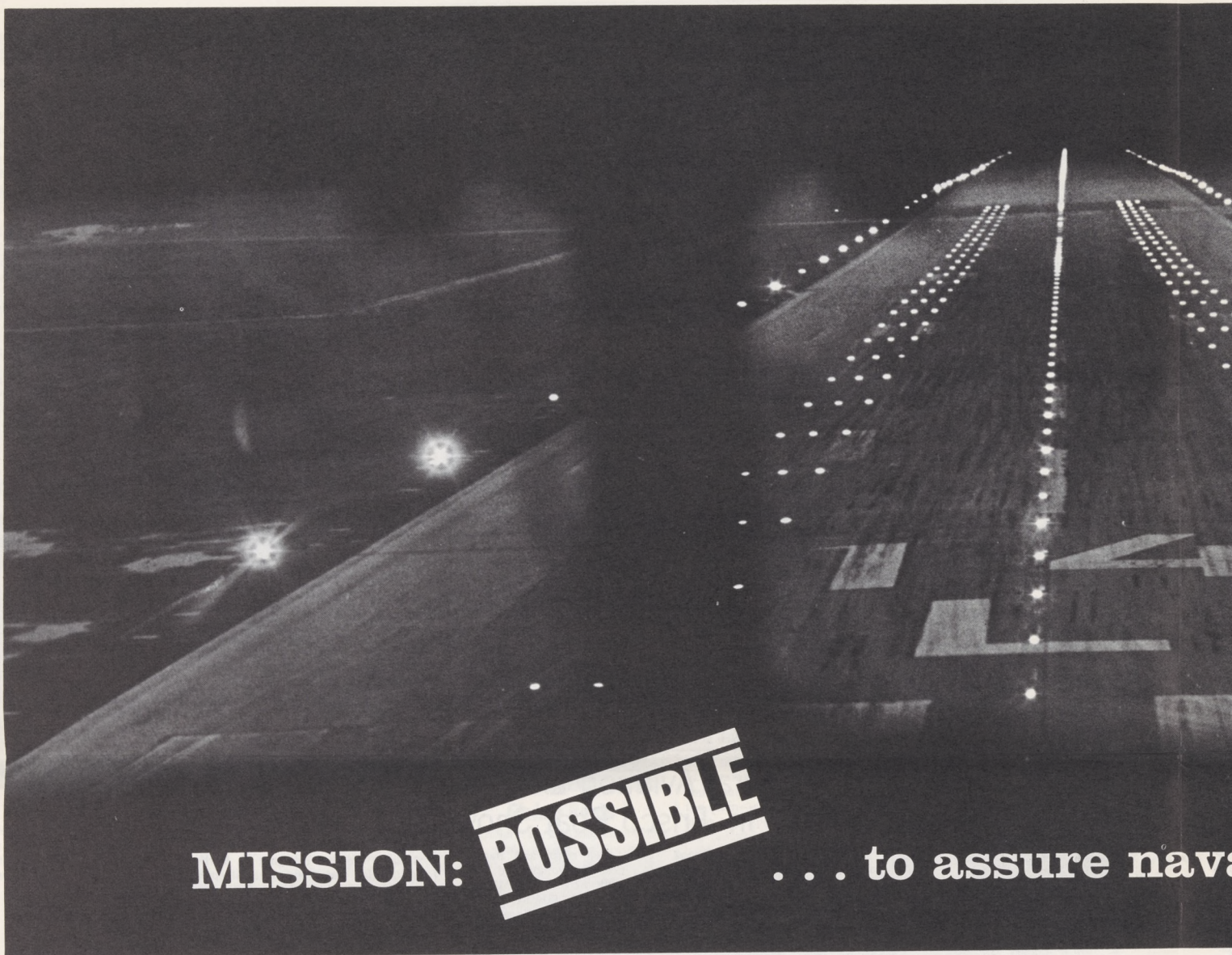
Lt. Kent had high praise for the course. "It's the finest thing that could have happened to our flying personnel," he said. "The training will be of inestimable value to our department, and I can't thank Mr. Gowin and his associates too much for all they have done."



# HORIZONS

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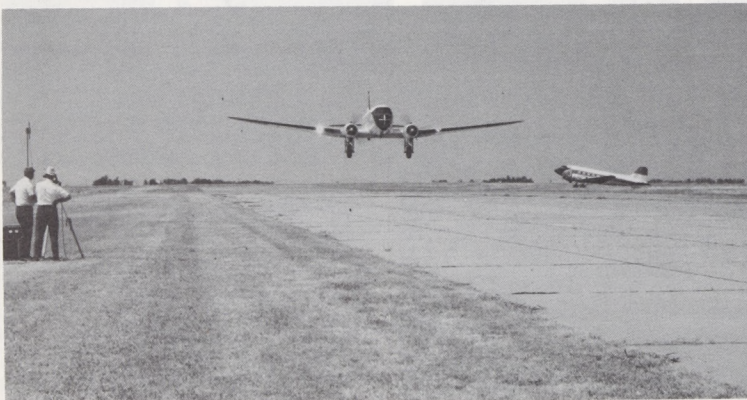


MISSION: **POSSIBLE**

... to assure navigation

View from the cockpit of a flight inspection aircraft

By Kenneth Gordon, Chief  
Aircraft Management, Central Region



Electronics technicians operate a radio telemetric theodolite to track a flight inspection aircraft during commissioning of a new glide slope of an instrument landing system.

KANSAS CITY—More than half the employees in FAA are directly occupied in operating the National Airspace System. The efforts of air traffic specialists are well known to the public, and to a lesser extent this is true of airway facilities maintenance technicians.

However, there is a small group of skilled employees representing a fractional per cent of the agency whose vital role in assuring the safe flow of air traffic is not so well known. These are the basic flight inspection crews.

The agency operates 45 DC-3s for its basic flight inspection program, and these ubiquitous "goonies" of World War II fame have become a familiar sight at all airports served by air navigation facilities. These lumbering war surplus airplanes with FAA markings don't really tarnish the agency's dynamic image in today's jet-speed age, because they serve admirably as a stable winged platform for airborne electronic measuring devices.

Ground nav aids are monitored continuously by detector devices, and periodic checks are made by maintenance personnel using special test equipment. But, due to reflections of radiated signals from terrain features or buildings, or possible radio frequency interference from various sources, these nav aids may not always provide accurate information to aircraft even though ground measurements indicate normal operation.

As a result, flight inspection crews using airborne electronic measuring devices play an important part in insuring the proper operation of all navigation aids.

#### Antennas Give 'em Away

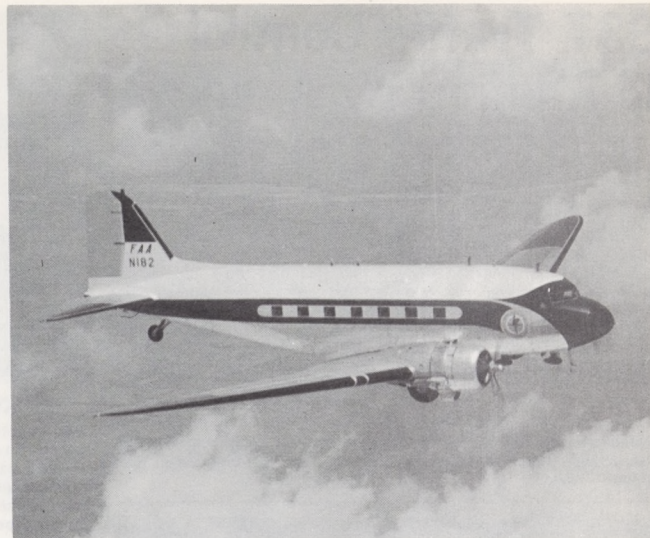
On the exterior, the flight inspection DC-3s look very much like any other of the old workhorses, except for the bristle of antennas. There the resemblance ends. Inside, racks containing 41 precisely calibrated electronic units are lined up along both sides.

An electronic technician sits at a wide console containing a multitude of meters and switches which dissect and



navaid accuracy

Inspection aircraft during commissioning of the Category II ILS at Chicago's O'Hare International Airport.



Outdated for other uses, the unsurpassed workhorse DC-3 continues to play an important role in aviation safety by carrying the airborne electronic measuring devices used in checking navigation aids in FAA's vital flight inspection program.



A typical inspection crew is seen in their "office." Gerald T. Soper (left), supervising flight inspector, Charles L. Lane (center), co-pilot, and Richard C. McElroy, electronics technician, all from the Kansas City, Kans., FIDO, go over equipment before taking off for a day's work checking out navigational aids.

measure various components of the radiated signals. These values are recorded on light-sensitive tape, providing a graphic record of the facility's performance.

A supervising flight inspector, flight inspector-co-pilot, and electronics technician constitute the minimum crew on a typical basic flight inspection mission. An additional electronic technician on the ground operates a radio telemetric theodolite to track the flight inspection aircraft in evaluating Category II instrument landing systems. The theodolite radiates a signal to the airborne recorder to show the aircraft's deviation from the on-course signals, and a computer algebraically plots true directional signals from the glideslope or localizer transmitter.

The supervising flight inspector has final responsibility and authority in the commissioning and re-certification of the operational adequacy of each navigational facility. As a pilot, he must evaluate the nav aids from the user's viewpoint, keeping the safety and dependability aspects uppermost in his mind during his evaluation.

He must be particularly critical on flight check of instrument landing systems, assuring himself that the instrument approach procedures, the established weather minimums, the approach lights system, and runway lights and markings provide a safe environment for the four-engine jet as well as the single-engine prop job.

Whenever the flight inspector is not satisfied with the performance of a facility, he restricts or suspends its use until corrective action is taken.

**Survey the NAS**

The basic flight inspector also provides Region-wide continual surveillance of the total National Airspace System. He spots potential hazards to aviation and reports those that may be outside of his direct sphere of responsibility to the appropriate agency for correction.

The FAA also provides flight inspection of navigational aids for the Air Force, Navy and Army, and also performs required

flight checking of state, municipal and privately-owned facilities. The agency is reimbursed for flight inspection costs on civil facilities not used in the common system.

Basic flight inspection crews are subject to call at any time to make special flight checks of any FAA facility that may be involved in aircraft accidents. On two recent typical occasions, flight inspection crews were called from their homes to respond to the pressing need for after-accident flight checks at night and during severe weather. These missions were made on instruments in below-minimum weather conditions prevailing throughout a wide area.

Careful flight planning was necessary to consider weather forecasts, alternate airports, and fuel ranges in order to minimize potential hazards associated with these operations. In checking the facilities, approaches were flown to well below published weather minimums, requiring the application of waivers to FARs granted to basic flight inspection crews for such missions. One of the crews also had to face repeated accumulation of ice during the approaches until they were satisfied with the facility's operation.

**Operate From District Offices**

Basic flight inspection programs in the contiguous regions operate from 17 strategically located flight inspection district offices (FIDOs). Their locations permit rapid response to restore out-of-service facilities and after-accident inspections.

Itineraries are planned and adjusted by a central aircraft dispatch, located in each regional office, to meet varying priorities. Any flight inspection aircraft can be located and communications relayed by air traffic control centers and towers.

Outside the United States, basic flight inspection services are provided from locations in Germany, Lebanon, and Japan—primarily for U.S. military bases, but also for a few of the smaller countries which do not yet have flight inspection capability.

Looking to the future, there are definite plans to upgrade basic flight inspection programs. The Signal Evaluation Laboratory (SEAL) is a system concept to completely modernize the airborne avionic equipment.

This program is currently in the prototype testing stage. The SEAL system envisions the use of an aircraft positioning capability independent of visual reference to the ground. This will permit all-weather flight inspection of all types of navigation aid facilities. There are several guidance systems being investigated for possible adoption with SEAL.

Various types of modern aircraft have been considered to replace the venerable DC-3 fleet. Any such aircraft would have to provide considerable performance flexibility in speeds, range and for all-weather operations. Fuel consumption rates must allow for the extended low-altitude maneuvers required in site testing and commissioning new nav aid facilities, and for measurement of ground adjustments to meet spatial signal tolerances. Cruise speed and range would provide for rapid response to emergency flight inspection situations.

**Precise Piloting Needed**

Basic flight inspection is a complex and difficult task. The pilot must fly precise courses and altitudes in taking airborne measurements, while integrating with other air traffic. This normally includes continuous communication with maintenance technicians and air traffic specialists who provide air traffic separation.

Airway facilities maintenance technicians also contribute, as team members, to the flight inspection mission by making fine adjustments and maintaining air navigation facilities to satisfy demanding airborne measurement standards.

All these dedicated FAAers deserve a nod of appreciation for providing the finest and safest air navigation system in the world.

## SST Traffic Control Is Studied by Agency

ATLANTIC CITY—Supersonic transports and other planes flying at altitudes above 39,000 feet can be better handled when routed along parallel one-way tracks.

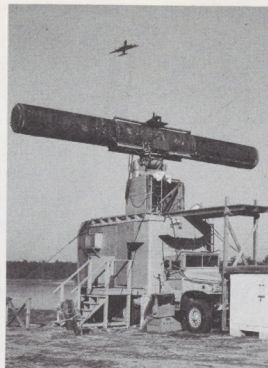
This conclusion is made in a recently released technical report on an air traffic simulation study completed at the National Aviation Facilities Experimental Center. The study was conducted to determine the impact of the SST on an automated air traffic control system expected to be in operation in the 1970s.

The new ATC system uses alphanumeric identification, flight plan altitude information, beacon altitude readout, and forward

flight path projection. Traffic handling with and without these features was compared in the tests and it was found they minimize problems in controlling Mach 3 military jets and SSTs.

The simulation showed that when handling high altitude en route traffic, coordination problems are eliminated. Smoother operations result when the ultra-high sectors of several air route traffic control centers are combined under a single center.

Covered in RD 67-47, the report was prepared by Project Manager Ander L. Sluka, an air traffic expert recently transferred to FAA headquarters.



### Beacon Antenna?

What appears to be the antenna is a styrofoam cover forming a chamber around a radar beacon antenna. Temperatures and humidities inside the chamber are varied to see how antennas operate under different weather conditions. The FAA tests are conducted at NAFEC.



### Basic Control Tower, M-1

Manning the temporary control tower (note the modern 2" by 4" holding things together in foreground) for a fly-in dedicating Neal Armstrong Airport in Ohio were three agency men who love the outdoors. (Left to right) Technician James Watkins sets up the equipment for Crew Chief Gerald Roberts and Air Traffic Specialist Robert Hall, both of Dayton RAPCON, to handle several hundred operations. The location, formerly New Knoxville Airport, is now dedicated to the astronaut who is from the area.



### For Better Cabs

Four men look over a console inside a control tower mock-up in a lab at the National Aviation Facilities Experimental Center. Console layouts, acoustics, lighting and furniture will be evaluated. Active in the project are (from left): J. Roy Bradley, Robert Mitchell, Hugh Milligan, and CMSgt. John Vowvaldis, of the USAF.



### Gypsy Tower

To dismantle and move a control tower is a big job, but not unusual. To move one intact is another matter. At Travis Field, an entire structure was moved from its original base to another location adjoining the new FAA/ESSA building, then raised to a new height. The task was completed without incident.

## FSS Brings a Graceful Halt To Pilot's 'Roller-Coaster' Ride

BELLINGHAM, Wash. — To say the plane was "in trouble" was putting it very, very mildly.

For 90 minutes, the pilot and his wife suffered a whole series of unnerving episodes. The plane seriously iced up. It got low on fuel. It was being buffeted by a succession of down drafts. The entire Northwest Washington coast was shrouded in thick clouds, and the pilot realized he was hopelessly lost.

The distraught couple's desperate "MAYDAY!" call was picked up by FSS Specialist Jay N. Olson. Using direction finding equipment, Olson was able to bring the plane down through the

clouds and into the vicinity of Bellingham Airport.

As if the couple had not had enough trouble that day, the plane's nose wheel had jammed and it was unable to land. Only after a series of dives and abrupt pull-ups was the pilot successful in getting the gear to extend.

After they landed, the shaken couple came into the FSS and profusely expressed their thanks to FAA.

"We had a real roller-coaster ride through those clouds," said the pilot.

Before they left the station, Olson conducted the grateful couple on a tour of the FSS.

## Colorful Booklet Pictures Alaskan Living, Working

ANCHORAGE — "Thinking about coming to Alaska? Then you'll want to know more about living and working in the largest of the 50 States." These are the opening lines in this region's new recruiting booklet, now available for distribution.

Titled "The Alaskan Region—a Family Affair," the beautiful pictorial booklet answers many questions about living and working in America's "Last Frontier."

The new booklet answers the basic questions about living in the 49th State—things a housewife

and her husband would like to know about schools, medical services, living costs, career opportunities, transportation and return rights—before they venture forth to the Northland with their families and possessions.

"We have lots of booklets for mailing to anyone who would like to know more about job opportunities and life in the Alaskan Region," explains Clyde Shoe, chief of personnel and training here. To get yours, write to: Personnel and Training Div., FAA, 632 Sixth Ave., Anchorage, Alaska, 99501.



### The Great Outdoors

Clyde Shoe (left) chief of P & T in Alaska, discusses a new recruiting booklet with Cindy Simon. Cindy is a senior student in high school.

## New Short-Period Terminal Area Weather Forecast Is Sought by FAA

ATLANTIC CITY—As part of an overall research program to provide improved, quick-reaction aviation weather forecasts for terminal area operations, the Systems Research and Development Service recently concluded a test program with the cooperation of the U. S. Weather Bureau, using data from the NAFEC mesometeorological network, or mesonet.

The mesonet is an experimental high-density, high-data rate automatic weather observing system, consisting of 13 remotely controlled sensing stations within a circle about 50 miles wide, reporting to a data central at NAFEC.

The Weather Bureau participated in the test program by assigning experienced aviation forecasters to apply their skill to an unfamiliar data medium, the automatically generated mesoscale data, for preparing short-period manually generated terminal forecasts, using standard synoptic scale techniques. Additionally, the forecasters were to develop, if possible, new methods of forecasting specifically for the mesonet data.

Test methodology and the reactions and experiences of the test forecasters are summarized in report No. RD-67-66, "Test Use of

Mesonet Data in Manual Forecast Preparation," September 1967.

## New Sectional Chart for JAX Is Now Available

WASHINGTON—The fifth of 37 new improved sectional aeronautical charts to cover the contiguous United States are available this month. Designated the Jacksonville chart, it covers northern Florida and southern Georgia.

Four additional charts to complete coverage of the Gulf of Mexico area are scheduled for printing by summer. The New Orleans and Houston charts should be available by early March, San Antonio by mid-April and Brownsville by late June.

Two other sectional charts also are scheduled to be available by summer, Albuquerque in May and El Paso in June.

New sectional aeronautical charts already published cover the Los Angeles, Miami, Charlotte and Washington (D. C.) areas. Publication of the remaining charts will be completed by 1969.

## Suggestion Stimulator Is Started

MINNEAPOLIS—To stimulate interest in the agency's suggestion program, the area office here has initiated a six-months suggestion contest between branches to run through June 30. Each branch has a goal of \$2,500 in estimated savings.

The contest's progress is indicated on a thermometer type chart located in the main hallway of the office. Each month, the employee who submitted the top suggestion adopted receives a golden figure "one" ornament, and his name, suggestion and documented savings are listed on the chart as a member of the "Golden One Club."

According to William R. Ramsey, assistant area manager, the contest should go a long way toward creating added interest in the suggestion program.

## Macy Announces Ten New CSC Training Centers

WASHINGTON — The Civil Service Commission has announced that it is establishing regional training centers in Atlanta, Boston, Chicago, Dallas, Denver, New York, Philadelphia, St. Louis, Seattle, and San Francisco.

The regional training centers will be concerned with all aspects of interagency training and employee development in the Federal service.

Major activities of the centers will include an expanded program of interagency training in the areas of personnel management, ADP management, general management, communications and office skills, and financial management—PPBS.

A nationwide standard curriculum will provide Federal employees with specialized training in each subject matter area. The curriculum has been planned to complement and reinforce agency training activities.

The Commission's regional training center programs included in the curriculum give high priority to courses which will enable employees to accomplish their missions with maximum efficiency and economy.



### It's Friendship

Smiles on the faces of this happy quintet came from the hospitality generated at Friendship International Airport, Baltimore, Md., during a recent month-long course in facility watch supervision conducted there. Completion certificates were presented by Leonard Cusson (left) and Frank Kane (right) tower chief, to (from left) Alberto Sarmiento, Ricardo Calalang and Floro DeRamos, air traffic specialists from the Philippines.

# 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. Timpets, 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:** Is it possible for me to have my pay check sent to my office? My supervisor tells me that a regional order prohibits this except in the case of an extreme hardship. In my case, it is necessary for me to travel 50 to 60 per cent of the time—my family travels with me—and I do not have a checking account.

**Answer:** The rule is that employees cannot use an FAA office address for delivery of salary checks and savings bonds except in emergency or unusual cases. From the information you outlined in your letter, it looks as though your case would qualify as "unusual." Show this reply to your supervisor, and ask him to present your case to the Area Manager. The Area Manager is authorized to approve requests to mail checks or bonds to an office address in emergency or unusual cases which meet the provisions of agency directives. Regions and centers have included this point in local directives issued as supplements to FAA Handbook 2730.3 which was not distributed below regional and center level.

**Question:** Is it standard practice in the FAA for an Employee Appraisal Record to be prepared by a first line supervisor of the same grade and series as the employee he rates and with whom he could be in competition for the same job? Where is this point covered in FAA directives?

**Answer:** It is standard practice for the Employee Appraisal Record to be prepared by the first line supervisor, even if he holds the same grade and series as the person being rated. While it is expected that the rater will be as objective as possible, there are provisions in FAA regulations to cover the type of situation you mention. Most important of these provisions is the one requiring second level supervisory review. The second level supervisor may take exception to any portion of the first line supervisor's rating. Any differences of opinion are ironed out before

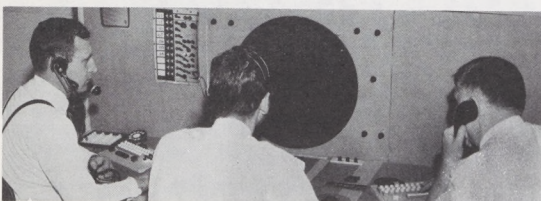
the appraisal process is completed. If the employee disagree with his rating, supervisors have the added responsibilities of informing the employee of his rights for review and appeal. The policy on this subject is found in the Employee Appraisal Consolidation Handbook (3430.2).

**Question:** While a member of a regional AT evaluation staff, I submitted two suggestions dealing with communications channels in flight service stations. Although evaluation team members have responsibility for recommending such system improvements, I personally was assigned to cover another part of the system. My question is: Was the region right in not granting cash awards when these suggestions were adopted? Are all evaluation personnel eliminated from the suggestion program?

**Answer:** Generally speaking, agency policy provides an added incentive for employees to demonstrate initiative and interest beyond normal job requirements through the Suggestion Program. And, Evaluation personnel are certainly not excluded from it. However, they do occupy a special relationship to the program and their suggestions, submitted through the system, must be clearly beyond normal job requirements. If, for example, you were working on the evaluation of air traffic control procedures and suggested an improvement in procurement practices, your suggestion, if adopted, would entitle you to awards consideration. If you feel that the circumstances warrant, you may want to discuss this matter with your supervisor for the purpose of seeking a reconsideration of your case.

**Question:** I spent a considerable sum of money acquiring commercial, flight instructor, and instrument ratings. I don't fly now because: (1) I can't afford to rent planes (2) conflict of interest regulations prevent me from giving flight instructions (3) my present position does not provide opportunities for me to fly on official business. Why doesn't the FAA make it possible for employees who are qualified pilots in non-flying jobs to maintain proficiency by letting them use FAA aircraft when it does not conflict with project work?

**Answer:** The FAA simply does not have the authority to permit an individual to use an agency aircraft, whether owned or rented, for personal reasons. Agency appropriations are available for the operation of aircraft only when used exclusively for official purposes. Otherwise, there would be no legitimate reason for refusing the use of agency aircraft to any individual—in or outside of the agency—who wanted the pleasure of flying an aircraft with little or no cost to him. "Direct Line" suggests that you check with your supervisor and an FAA flying club to see if you can't provide free instruction within the club without violating any conflict of interest regulations.



**Future Console?**

A proposed vertical console for terminal radar control rooms undergoes testing at NAFEC. From left are Donald A. Martin, project manager; Robert Mitchell, engineer, and Richard H. Rood, controller.

## Gene Thompson Is Federal Woman's '68 Award Winner

(Continued from page 1)

Using her own camera and film, Gene took a series of stop-action photographs of traffic conditions as depicted on radar. She then superimposed these photos on oceanic charts—at her own expense and on her own time—to show the traffic situation graphically and in color.

From these charts, she realized that the difficulty from the controllers' viewpoint was caused by flight planning along random routes which were not laterally separated. Many flight paths crossed one another and, in order to make an altitude change on one aircraft, the controller was required to check the geographical position by radar and ascertain the altitude of most of the other aircraft. This became almost an impossible task for the controller, especially in view of the two million square miles of airspace for which he was responsible.

Gene also noted that users were being penalized because often they were unable to fly at their flight planned altitudes.

A realist, Gene knew that any solution to the overall problem was going to have to be acceptable to other foreign agencies, most notably Japan's air traffic control organization, the Tokyo Area Control Center.

### Visualizes New Routes

With all these facts in mind, Gene visualized three routes over the North Pacific, each laterally separated from the other. Again she prepared charts, illustrating changes in entry and exit fixes in the Japanese area. She gathered statistical data showing increase or decrease in flying time, the number of times aircraft were able to obtain requested altitudes, and whether the proposed new routes would penalize the users by increasing their flying time and adding to their operating costs.

Her proposal showed that at certain times of the day or on certain routes, additional minutes of flying time might be needed, but that this disadvantage would more than be offset by the fact that users would be able to obtain their planned flight level a much higher percentage of the time. In addition, traffic in and out of the Japanese airports could be more easily regulated, so the plan was advantageous, too, to the Tokyo ACC.

The first step in Gene's plan has become a reality. Now known as NOPAC-1, a single North Pacific Route with buffer zones has been established. New sectors have been designed, new plotting boards constructed, and additional capa-

## Boy Solos 25

(Continued from page 1)

"It was business as usual for us in the tower," Korell added, "we logged about 800 operations that day. We kept an eye out for the boy, and I think he did a very good job."

The old mark for the number of airplanes soloed in one day was held by Dan Carey of Hawthorne, Calif. He flew 17 on the day he soloed.

Cody was taught to fly by Cliff Walters, his instructor-father. The boy is a sophomore at Troy High School in Fullerton and he is on the football and wrestling teams.

His plans for the future include commercial flying, a career approved by his dad and his mother, who also is a licensed pilot.



**Traffic Watch**

Willard G. Baker, crew chief at the Anchorage ARTCC, surveys North Pacific traffic with Rogene Thompson, designer of a single North Pacific Route.

bilities have been provided to the controller.

Gene's proposal, in short, wound up at an international conference table in Tokyo, where the go-ahead was agreed to by the airlines, the Air Transport Association, the International Air Transport Association, Japan's air traffic control bodies, the Pentagon, and FAA.

### Nimble With Thimble

Considering the broad scope of the plan's technical, political, and economic basis, it is hard to think of its creator as a feminine, soft-spoken, attractive young woman.

Although there is nothing boyish about her, Gene laughingly calls herself "one of the boys" in alluding to herself as the only female air traffic controller at the Anchorage ARTCC, where she supervises a crew of 13.

She is able to ward off the needles of pilots who tease her while making their ground approach, probably because she is totally familiar with needles at every level.

She knows about altimeter needles, ground speed needles, air speed needles, among others, since she is a pilot herself.

She also knows about sewing needles, perhaps as well as any FAA lady in Anchorage. She designs and sews almost all of her own clothes; first, because she enjoys fashion, and second, because, "Being around so many men, sewing helps me remember that I'm a woman."

### A "Show Me" Gal

Gene was born in Fairfax, Mo., where she grew up on a farm. She recalls that what she loved to do best as a teenager was go to the nearby airport to watch the pilots fly Jennies and other planes of the day.

After high school graduation, she tried to enlist in the military services, but was turned away because at 17, she was too young. Instead, she joined the local office of the National Youth Administration which had been formed to help direct youngsters' efforts to the war effort. NYA sent her to St. Louis to take a course in radio fundamentals.

Afterwards, she got a factory job in Wichita, "wire-chasing" she called it. She worked on electrical wiring in sub-assemblies for B-29 bombers.

She then enrolled in the Electronic Radio and Television Institute at Omaha in 1943 and signed up for an aircraft communications course. A year later, she went to the Federal Communications Commission for her first job in government. She was assigned to radio intelligence. In 1944, she received her private pilot's ticket.

This combination of pilot and communications equipment pointed her to CAA, which she joined in 1947 as a traffic runner at Alaska's Merrill Field. She served at the Anchorage Flight Service Station, later transferred to the Anchorage Center as an ARTC specialist, and was subsequently promoted to crew chief in 1965.

In Anchorage, she took an immediate interest in community activity, took a public speaking course, and then attended night school at Anchorage Community College taking courses in drafting, audio-visual aids, and photography.

In a Washington press conference, Gene displayed her warmth and self-effacing nature by kidding herself about being a lone female in a predominantly male world. But she added quickly, "My only wish is that I could share this wonderful honor with all of my friends who have helped me make this recognition possible."



**YOC to WAC**

Private Arlena Ann Moffitt says "hello" to former boss Joseph V. Geiger, chief of Central Region's supply service. Ann, with FAA as a YOC worker last summer, is now serving her country as a WAC.

## Rocket Recovery

(Continued from page 1)

nance . . . did jeopardize their lives and equipment to help our Explosive ordnance disposal team in recovery and transportation to Pirate's Spa. . . . We are very fortunate to have citizens such as you, who so willingly extend themselves to do service for others even at personal cost and hazard. . . . In offering this commendation, I wish to extend my sincere thanks to both of you for a job well done."

The Certificate of Achievement was presented to Grothe by Paul Boatman, area manager, at ceremonies in the Miami Area office.

## FAAer's Wife Honored As 'Future for Jimmy' Tutor

WASHINGTON—Mary Hunter, wife of FAA Hearing Officer John M. Hunter, was honored recently with a special tribute as the most dedicated and successful tutor under the "Future for Jimmy Program" sponsored by the Washington Urban League.

The recognition, given at an orientation meeting for the new tutors, was a tribute for the help which Mrs. Hunter has given three area students who had been having trouble with math.

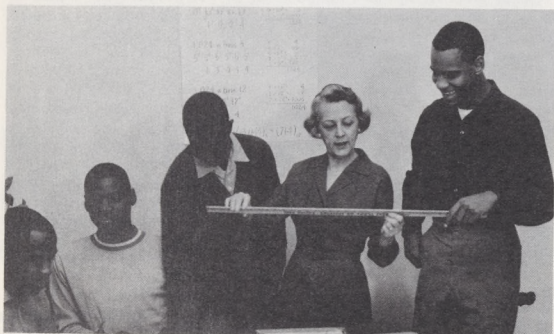
The primary goal of the "Future for Jimmy" Program, initiated about two years ago, is "to stimulate each student to determine that he will remain in school and to assure him that a high school diploma will open greater opportunity to him."

The tutor tries to befriend one or more of the 500 students currently involved in the program.

Meeting at three different centers for a few hours each week, more than 300 tutors help students, ranging in levels from the sixth grade through high school, in courses such as grammar, reading and elementary mathematics.

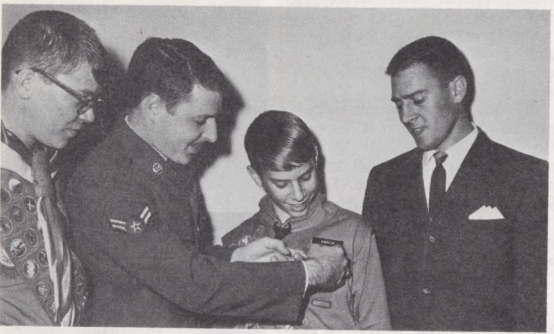
Although there is no monetary compensation for the adult tutors, Mrs. Hunter feels that "they just have fun learning" along with their student charges.

Those in Washington interested in learning more about the program, and perhaps joining Mary Hunter in helping a child understand more about the world around him, may contact the Washington Urban League Program Office.



### By the Numbers

Numerical relationships become comprehensible when Mary Hunter shows Ricky Scott (far right) how a base 12 can be applied to measurement. Fellow students (left to right) Jerome Turner, Steve Cozzens and Reggie Surrat struggle with the new concept.



### Gathering of Eagles

Carroll White, tower chief at Kansas City's Fairfax Airport, took this picture of his son, Kenneth (second from right), the family's fourth Eagle Scout. Admiring Kenneth's badge are White's other Eagle Scout sons (from left): Russell, 17; William, 23, now in the Air Force; Kenneth, 15, and Robert, 24.



### Scouting Traffic

Keeping an eagle eye on air traffic from the Kennedy Tower cab is 14-year old Boy Scout Douglas Morgan, whose visit was arranged by Thomas Hoffmann (wearing headset), of Eastern Region's flight standards division. Douglas, holder of 23 merit badges, plans to pursue a career in aviation.



### Pinned

The newly-designed FAA "Length of Service" pins were presented recently to some rather well known FAA personnel. Among the recipients were (from left to right) Administrator McKee, 38 years; Deputy Administrator Thomas, 30 years; Associate Administrators Blatt, 30 years; Harper, 33 years; Moore, 26 years; Tippets, 35 years; and Bakke, 26 years service.

## Three Southerners Review Past Careers With Agency

CHATTANOOGA — Talmadge Henry, Carter Kerns, Jr., and Daniel Tribble each have added a new piece of jewelry to their collections. It is FAA's gold lapel pin with blue and white enamel—signifying 25 years of government service. A fourth colleague, Robert Heath, celebrated 15 years with the government.

Tribble, here since 1945, noted that when he was first transferred to the Interstate Airways Communication Station, there was no airport traffic control tower. Only navigation and approach aids were in operation. During his service here, a tower has been built, the airport remodeled twice, and constant expansion and modernization added to serve the flying public. Tribble began federal service in 1942 with the Signal Radio Intelligence Corps. He entered on duty two years later

with CAA in Atlanta.

Talmadge Henry's career also began with the agency in Atlanta. He has been on duty in Chattanooga more than 16 of his 25 years. At other times he was stationed at facilities in Georgia, Florida, and Tennessee.

Carter Kerns, a pilot in the Army Air Corps from 1941 through 1945, is a licensed commercial pilot and a lieutenant colonel in the Air Force Reserve. Before joining CAA/FAA in 1951, he worked six years for the U.S. Weather Bureau.

Robert Heath entered on duty with the agency in Jackson, Miss., in 1956, transferred to Raleigh, N.C., for six years, and has been in Chattanooga three years.

He has served in the Air Force in two separate tours of duty, including assignments in Guam and in southeastern United States.

## California High-Site Gives Good U.S.-Mexico Aviation Service

LOS ANGELES—General aviation traffic south-of-the-border in the Western Region is booming. Trans-border flights between California and Baja California have increased six-fold in the past five years.

To improve in-flight service to general aviation, a high-site transmitter-receiver has been built on Mt. Laguna, which reaches 6,358 feet into the sky. The site is located halfway between San Diego and El Centro, Calif.

Ruth Dennis, air traffic specialist at the Area Office here explained, "Communications from Mt. Laguna are operated by the Imperial FSS near El Centro by remote control. Using the new facility, Imperial Radio will be able to work aircraft 75 miles below the border."

In one instance, a light aircraft contacted Imperial through Mt. Laguna when the plane was 140 miles south of the border. The Mt. Laguna site transmits and receives on 122.3 frequency.

The region plans to establish a similar facility in the vicinity of Tucson, Ariz. to provide radio coverage into Mexico south of Nogales. Site surveys are now underway to prepare for the installation.

Both facilities will be used extensively next year. The Olympic

games in Mexico City are expected to draw unprecedented numbers of aircraft into Mexico.

Directional communications provided by the new Mt. Laguna facility make trans-border flying more pleasurable and safe for general aviation.

## FAA Career Service Pin Is Redesigned

By Diane Enos

WASHINGTON—After the change in name from Agency to Administration last April, it became necessary to redesign the length of service awards which are presented to FAA employees. Along with the name change came the addition of pins (or charms for the ladies) for 30, 40, and 45 years of service. Also available is a pin for 50 years of service.

The pins and charms range from the familiar bronze emblem which denotes completion of the one-year probation period, to the five diamond gold/blue enamel 50-year pin.

After an employee has attained career status (three years) in the agency he is presented with a silver and red enamel emblem. At the 15 year point the colors of the familiar emblem are changed to gold and red, and upon completion of 25 years service, the employee is awarded a gold and blue enamel emblem.

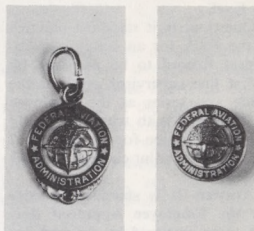
At the 30 year point in service the design of the award is changed slightly to accommodate the addition of a ruby.

With the attainment of 35 years in government service, an additional ruby is added to the pin or charm.

For those individuals attaining 40 years service a single diamond emblem is awarded. And, when an employee remains on the job 45 years, he is awarded the coveted two diamond gold and blue emblem.

These emblems not only represent recognition for personnel who have served long and productively, they also identify the wearer as an honored member of the FAA team.

They should be worn with pride.



For the Ladies

For the Men

### FAA AT THE BLOOD BANK

A mobile blood bank will be brought to FOB-10A on Wednesday, January 31 - if 125 donors are guaranteed.

26	26	26	26	24	8
10 a.m.	11 a.m.	12 noon	1 p.m.		

**PLEDGE YOUR SUPPORT**  
Sign your name (also reference no. & phone) in one of the spaces above - support now!

### Donors Go Over Top

To replenish depleted blood reserves of the Red Cross in the Washington, D.C. area, headquarters recently held a highly successful "FAA Day With The Blood Bank." Mrs. Jean Keel, R.N. (above), chairman for the blood donor recruitment program, reports that 134 pints of blood were given by volunteers, all of whom signed up in advance.