FAA HORIZONS

Read 'NY IFO Beat Covers World' Page 8

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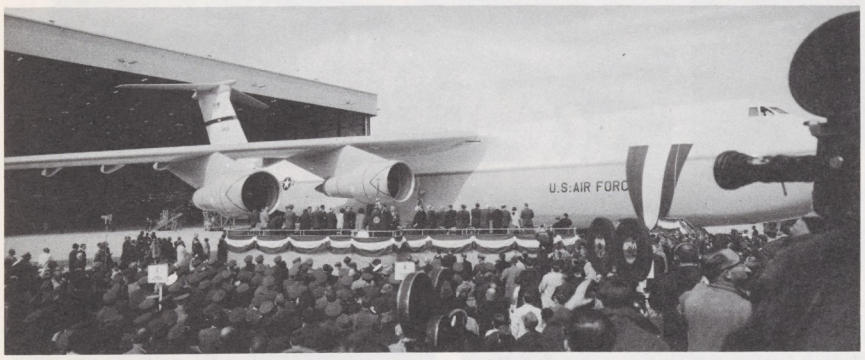


### Roll-Out

**The 728,000-pound C-5A is towed from its huge hangar following the presidential address. The 245-foot-long aircraft halts within inches of the speakers' platform, dwarfing the assemblage of Congressional, military and government leaders. Mrs. Harold Brown, wife of the Secretary of the Air Force, released a three-color banner to unveil the name "Galaxy" on the new plane's fuselage.**

# LBJ Flies To Dixie For C-5A Roll-Out

ATLANTA—"Sure would hold a lot of hay!" quipped President Lyndon Johnson. He was standing in the yawning mouth of the world's largest airplane during a tour of the giant C-5A "Galaxy" following official roll-out ceremonies recently.

In addition to the President, a host of Congressional, government, military and industry leaders also gathered at Lockheed-Georgia Company's Marietta plant in suburban Atlanta to witness the historic event.

Because the "Galaxy" is undergoing type certification for civil use, three Civil Aeronautics Board members joined FAA officials for the event. Included were Vice-Chairman Robert Murphy, G. Joseph Minetti and John Adams. Representing the Southern Region were Gordon Williams, deputy director; Gordon Becker, flight standards chief; John Vogel, engineering and manufacturing chief and Harold Mannick, Atlanta EMDO chief.

Stepping off "Air Force One," the President loosened up the formal atmosphere when he glanced in the direction of the mammoth aircraft, still nestled in its hangar, and remarked that it reminded him of the man who built a boat in his basement too big to get through the doors. To roars of laughter, he added that he didn't normally worry about things like that, but since he had been stuck in a Pentagon elevator a few days before, he just wanted to be sure about the logistics!

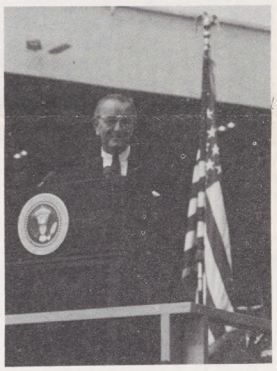
**As 30,000 Watch**

Following his introduction by D. L. Haughton, Lockheed board chairman, to an audience of almost 30,000, Johnson saluted the giant craft as "a long leap forward in aviation." The C-5A is being produced for USAF's Military Airlift Command.

During his short message, Johnson told the nation, "We are here today for the roll-out of a new era . . . symbolized in this great airplane. The C-5A 'Galaxy' can only be described in extraordinary terms. It is the biggest aircraft in the world—its cargo deck alone is longer than the first flight made by the Wright Brothers—its jet engine is twice as powerful as any now in existence—it can do three times the work of the biggest cargo plane we now have—cutting operating costs almost in half. . . ."

Not only is the advent of the C-5A a great event in the annals of military aviation, it also marks a significant milestone in the realm of civil aviation. The air freighter will be ready for airline service by 1971. Known as the "L-500," the commercial version will accept

*(Continued on page 7)*

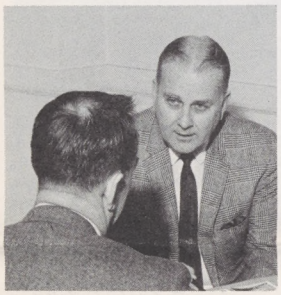


### Chief Hails C-5A

**Texas humor loosened up the formal atmosphere surrounding colorful roll-out ceremonies for the giant C-5A "Galaxy." Then President Johnson hailed the debut of the world's largest plane as a symbol of a new era in American aviation history.**

### You're Outstanding

**President Johnson congratulates Rogene Thompson, known to her close friends as Gene, at a White House reception honoring winners of the Federal Woman's Award. Miss Thompson, supervisory air traffic control specialist in Anchorage, was one of seven women honored this year for their outstanding contributions during their government service.**



### This Is Your Life

**During a counseling session in connection with the Central Region's "This is Your Life Program," Lester Cooling, Kansas City, Kan. GADO chief, discusses problems of safety with a pilot.**

# Personal Briefings Improve Pilot Skills

KANSAS CITY—The Central Regional office here has mounted an unusual attack on the problem of general aviation pilots who have had more than one accident. The program promises to improve the region's air safety record and, at the same time, create better pilot relations.

Thinking that too little was being done to stop accidents *before* they happened, the region's flight standards personnel developed a program which takes a personalized briefing into the pilot's own home, and helps him to analyze his flying background and proficiency. They call it the "This Is Your Life Program."

Whenever possible, briefings are conducted in the evenings, with the pilot's family in attendance. The atmosphere is relaxed and informal.

To select pilots who may benefit from these briefings, the region's personnel check the AM-1 listings of pilots with more than one accident, the Regional Director's Daily Bulletin, the accident and incident reports and flight assist reports.

General accident statistics are also included in the briefing kit, to give the pilot a chance to compare his performance with the averages. The most pertinent parts of the statistical charts are highlighted for him. At the conclusion of the briefing, the material is left with the pilot for further study.

Spurred by the success of the program, the region is now filling a general aviation inspector (accident prevention specialist) position in the GADOs. So far, the briefings have been handled by representatives of the regional office or the nearest GADO, depending on where the pilot lives.

Despite the fact that the program is relatively new, pilot reaction has been excellent. All pilots contacted have welcomed the informal discussions, and have been pleased to find out that the agency has a warm handshake for them as well as a line on a report sheet.

It's too early to tell how well the lessons learned will wear in the long run, but the record to date has been perfect. Not one of the counselled pilots has had another accident. If a life can be saved, the region figures, it's well worth the cost.

# McKee Urges Press To Alert Leaders On Aviation Needs

WASHINGTON—To editors assembled from across the nation for the annual convention of the National Newspaper Association, Administrator William F. McKee said, "I hope you will continue to use your powerful editorial voices to alert your neighbors and civic leaders to what is happening in aviation."

After giving them a thorough briefing on the National Aviation System today and problems coming from growth forecast in the next decade, he sent them back to 140 widespread metropolitan areas with a clear idea of aviation's needs.

The early Saturday morning briefing for editors and their wives began with a brief slide show on the responsibilities of FAA presented by Charles G. Warnick, director of Information Services, followed by a 20-minute slide presentation on the SST presented by General J. C. Maxwell, director of Supersonic Transport Development.

Administrator McKee told the group the support system is the critical element in the growth of air travel and the aviation industry. To bring the support system—airports, terminals, roads, traffic controllers, landing and navigation aids, communications systems, radars—to the level required by future demand will require "a heavy investment of funds. It will also require cooperation between the aviation industry,

*(Continued on page 7)*

MEMORANDUM TO ALL EMPLOYEES

What FAA needs as much as anything else is the good idea. Ideas are the building blocks of the future. Ideas are essential to progress. Our efficient and economical operation of this vast complex is indeed a challenge. And the challenge is not lessened as we face up to our responsibility to do an even better job for each tax dollar we spend. I need you to communicate your ideas to help achieve this end. We have an important communication device for this purpose, the FAA Suggestion System.

Recently, I looked into the operation of our system. The principal problem brought to my attention concerned the length of time involved in evaluating suggestions. Newly developed procedures designed to speed up the processing of suggestions will be put into effect in the near future.

Knowing, as I do, that we all have the best interest of our agency at heart, I now ask you to share your good ideas. When you think you have an idea that will benefit the FAA by improving methods, procedures, or systems, think it through carefully, consult with your supervisor for help in refining the idea then submit it through the Suggestion System.

William F. McKee

WILLIAM F. McKEE
Administrator

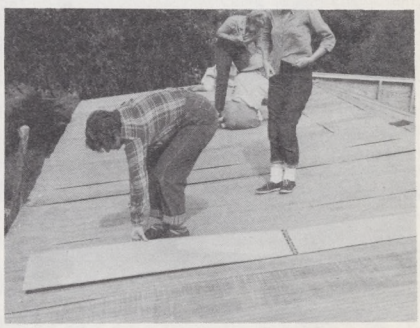
Blanche Noyes (right), head of air marking for FAA, holds a picture of the Staggerwing Beechcraft in which she flew to victory in the 1936 Bendix Trophy Race.

Chrome yellow letters with black borders (below) are most legible for air marking communities. If a VOR is out of service, the rooftop markings can quickly aid a pilot disoriented on a cross-country flight. Painting is done by 99s chapters, state aviation officials, Air Explorer Scouts, Girl Wing Scouts and other civic minded volunteers. Once the town is known, a pilot simply refers to his aeronautical chart for the nearest airport.


In 1928, Mrs. Blanche Noyes learned to fly and flew the Waco biplane shown above to blaze a trail for the first women's Powder Puff Derby, now called the All Women's Transcontinental Air Race.


Blanche Noyes,
Air Pioneer . . .

# Making Her Mark Across America



Federal funding for air marking stopped in 1948, so volunteers such as the Corpus Christi, Tex. 99s chapter continue the task of painting rooftops to help VFR pilots know where they are. In the foreground is Pauline Glasson, spearhead of the Texas program, busy laying down one of three templates designed by FAA's Blanche Noyes.

**By Thom Hook**

ANYTOWN, U.S.A.—Ask any pilot if he's ever been "temporarily disoriented" and he's got to answer "Yes!" There's a lot of real estate that looks surprisingly alike, even though you carry detailed aeronautical charts.

Heading FAA efforts at making it harder than ever for a pilot to get lost now is Mrs. Blanche Noyes, a dynamic, blue-eyed lady who is chief of the agency's air marking staff.

Over a three-decade span, Mrs. Noyes has directed placement of some 75,000 air markers on the nation's rooftops to guide pilots. Her task is more remarkable in view of the fact that federal funds underwrite only her own function. To get the job done, she has to work through state aviation directors and governors, 99s chapters (a women pilots organization), air explorer scouts, Jaycees and chamber of commerce members, and anyone else who will lend a helping paint brush, labor and time.

Why air markers, when there are 886 VORs ready to lead the errant pilot to the next omni station? When the pilot is flying beneath a very low cloud ceiling, he may not be able to receive the line-of-sight transmission from the VOR, because of terrain shielding. Or a VOR can be temporarily out-of-service, and electrical equipment itself in an aircraft has been known to fail. Moreover, many aircraft do not have VORs.

But when the cloud ceiling is down to 1,000 feet, and visibility is only three miles, if a low-flying pilot can still look down and see the town's name on a rooftop, he can scurry to a welcome let-down at the nearest airport to the town shown on his chart.

Thanks to Mrs. Noyes' efforts at inspiring state aviation officials and volunteer workers, 14 states are 100 per cent air marked. The most recent state-wide marking program started in Arkansas and the oldest steady program is in South Carolina (since 1936). The other dozen among the well-marked states are: Connecticut, Georgia, Idaho, Indiana, Iowa, Michigan, Montana, New Jersey, Pennsylvania, South Dakota, Tennessee and Wisconsin.

### Aviation Officials Use Own Funds

"Of course, most state aviation officials construct the markings with their own funds, under our guidance," says Mrs. Noyes. "Each state aviation director implements the program, along with other state projects which may be needed. 'Flying' governors frequently see the value of air marking, while those who fly infrequently become 'believers' once they see how practical it is to have the towns marked."

Controllers find the markers most helpful when working with pilots who have gotten off course in adverse weather, such as in snow or thunder storms. If the pilot can give the name of the town he is overflying, the controller can guide him to a safe landing.

Air markers are for the safety of all pilots—not just for local pilots. For example, Ohio pilots need air markers in mountainous states, while the mountain pilot needs them in midwestern and flat states; so the program is reciprocal. Among bordering states with continuing programs to keep every town air-marked are: New York, Pennsylvania, Indiana and Wisconsin.

Since January of 1959 pilots have been able to fly the visual "49ers Skyway" from Miami, Fla. to Fairbanks, Alaska, from one marked community to another all the way. And since 1961, pilots could "eyeball" it in their general aviation plane from Brooklyn, N. Y. to Pasadena, Calif. over the "Calbraith Perry Rodgers Skyway" —named after the *Vin Fiz* pilot who first hopped across the country —in 84 days, back in 1911.

### Designed Lettering Templates

After Mrs. Noyes describes the marking guidelines — what colors should be used, what sites are best, how templates can be made (three of her own design handle the entire alphabet)—she flies out to inspire the volunteers' work—and to check that the markers are correct.

"Occasionally some misguided farmer might print his own last name atop his barn roof," Mrs. Noyes says. "We have to point out tactfully that this could cause some hapless pilot to circle aimlessly looking for the non-existent airport of the same name. When he lets us substitute the town name, we have corrected the situation."

At other times a well-intentioned group might use incorrect colors in making a rooftop sign: orange, for example, turns brown with time; combinations (red with green, etc.) other than those approved by the air marking staff are not legible enough from the air, and pilots have learned to look for chrome yellow and black when they get in trouble.

"Chrome yellow letters with a black border are highly legible," says Mrs. Noyes. "Markers properly painted last from three to 20 years."

### Women Pilots Lead Texas Marking

Down Corpus Christi way, Mrs. Noyes has inspired the dedicated "Tip of Texas" Chapter of the 99s into volunteer activity for more than 10 years. They jump in their air marking truck at dawn or, when time is limited, they fly their own aircraft. The women paint "whether the roof is hot as Hades or the wind gets up to 60 knots." In two days, they can complete six large markers over a 300 mile area.

"They love to do it," Mrs. Noyes says. "The fog rolls in badly down there, and those markers often help a pilot find his way home under a low ceiling."

Other groups realize the importance of lending a hand to air marking. For the Ohio Jaycees it has become a major community service. FAA employees, such as the FSS at Meridian, Miss., have marked a number of towns in Mississippi. They paint not only the community name but often add the circle and arrow symbol denoting an airport, with its distance and direction, that eliminates all guesswork or cross-referencing with charts. The Air Explorer Scouts of Phoenix, put in a mountain marker pointing to their city with giant letters each 100 feet high and 12 feet wide, made out of assembled rocks. It required 550 gallons of paint to cover the 60,000 square feet of the "Phoenix" arrow, and took five-and-a-half years to make.

"The job is a continually changing challenge," Mrs. Noyes says. "While it is somewhat rare, from time to time a new state governor who may not be too interested in aviation, either abolishes or cuts back the state aviation department or weakens it.

"But sooner or later, these governors realize the importance and convenience of aviation."

### Award Winner Works for Today

Mrs. Noyes takes pride in having been the first FAA woman to win the Federal Woman's Award, among 25,000 top women executives, which was presented her by the late President Kennedy.

When not issuing guides and bulletins on air marking, you might bump into this sparkling aviatrix with the silver gray hair anywhere, flying low and solo, in a single-engine plane, checking the nation's air marking system.

# FAA Three-Way Effort Saves Lost Aircraft

LAS VEGAS—FAA specialists teamed up in a three-way effort here recently to assist a private pilot who was lost in bad weather, low on fuel and anxiously looking for somewhere to set down.

An Illinois general aviation pilot who set out from Yuma, Ariz. to Las Vegas on a VFR flight plan encountered deteriorating weather. He called the Las Vegas FSS and advised them of his plight. After the FSS issued a DF steer to the pilot, he advised the FSS he was having trouble staying clear of clouds and out of snow showers. Whereupon the FSS specialists, knowing there was other traffic in the vicinity, had the pilot transmit on an emergency frequency and contact Las Vegas Approach Control.

When the pilot contacted Las Vegas Tower, radar controllers were unable to spot him on the scope; so the FSS continued to issue course information.

Soon the Las Vegas Tower radar arrival controller observed a target about 42 miles east northeast of Las Vegas, headed west. About this time the pilot also advised there were heavy snow showers in his vicinity.

"We had an FAA DC-3 in our area at that time," said Harold R. Federwisch, Las Vegas Tower controller. "After identifying the lost aircraft, we asked the FAA crew if they would take a vector to intercept the lost plane and give him some assistance."

Shortly after, the radar controller issued a radar vector to the crew of the DC-3 to intercept the light aircraft.

The lost pilot elected to proceed without delay to the closest airport, Boulder City, Nev., because of his fuel situation. Soon the pilot was on the ground, thanks to the FAA crew who guided him to a safe landing.

Personnel who participated in the action were:

John Beatty and Robert Campbell, Las Vegas FSS; Eugene Stahl, Norman Fisher and James Kemple, Las Vegas Tower; and J. B. Watsabaugh and George C. Klemke, Flight Inspection District Office-4, Salt Lake City.

## Junior Miss

**Seated in the light plane in which her parents rushed her to victory in the Alaska "Junior Miss" finals in Nome is Fairbanks' Barbara Logan, daughter of Ronald Logan, AT operations evaluations staff, and Mrs. Logan. Barbara won a free jet trip to the 11th annual pageant in Mobile, Ala., to represent the 49th State.**

## Flight Planning Starts

**The agency has a key role in assisting planners for the 1968 Powder Puff Derby, which will begin at Van Nuys Airport next July 6. Members of the 99s (seated from left) are Thon Griffith, route director for the current All-Women's Transcontinental Air Race, Marion Banks, West Coast AWTAR chairman, and Betty Wharton, aircraft inspection chairman. They met with Al LeFevre, supervising inspector, Van Nuys GADO and H. D. Heister, chief of the Los Angeles FSS.**

# Fort Worth Teletypist Is Winner In Federal Association Art Contest

FORT WORTH — Mrs. Holly Redmond, teletypist at the center here, entered three of her oil paintings in the Federal Business Association art show and came out the winner in competition which had several hundred entries.

Judges awarded her the best of show for her "Big Bend Country" oil on masonite, first in oil for "Girl in a Garden" and an honorable mention for a beautiful watercolor entitled "Lemon-Lime."

Although the triple recognition was a bit of a surprise, it was by no means novel to Mrs. Redmond to gather ribbons for her art. The three boosted to 25 the number of awards won since she started showing her paintings in Fort Worth.

Mrs. Redmond began studying art in 1950 while stationed at Wright-Patterson Air Force Base, in Dayton. Her first lessons were at the Dayton Art Institute, after leaving her duties as the Air Materiel Command's deputy chief for press and radio.

After marriage and discharge from the Air Force, she and her Air Force husband were in France from 1952-55, during which time she studied under leading French art teachers.

Mrs. Redmond's first Fort Worth showing was in a General Dynamics-sponsored contest in 1960. She has since shown paintings in numerous art shows, and for three years, at the State Fair of Texas. Last year, in the first FBA-sponsored show, she won three awards.

A graduate of Lawrence College in Appleton, Wis., she majored in English and French, and later did graduate work at the University of Michigan. She became a teletypist at the Fort Worth Center in 1963.

"Art study and painting have become a hit and miss deal now because of irregular work hours," Mrs. Redmond said. "While this means I can't participate as fully as I like, it doesn't lessen my interest in this wonderful type of activity."

## First Place

**Holly Redmond stands beside two of her leisure-time paintings which won outstanding awards at the Fort Worth Federal Business Association art show.**

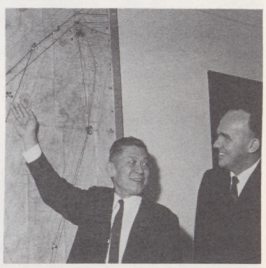
# FAAers Active in Electronics Meet

FORT MONMOUTH, N. J.—FAA personnel participated in a recent aviation electronics symposium sponsored by the Army Electronics Command here.

Joseph D. Blatt, associate administrator for development, was guest speaker at one of the luncheons, and five engineers from NAFEC, near Atlantic City, presented technical papers.

Howard McFann described a technique for outlining radar weather clutter, and Anthony Myura talked about a vidicon pickup for bright radar displays.

Leo J. Wapelhorst described a technique to present alphanumerics on ASR-4 displays; Floyd B. Woodson discussed environmental grounding in large-scale systems, and Gerard Spanier described a beacon numeric display for scan conversion equipment.



## Lawson's Corner

**H. Y. Lai (left), director of the Civil Aeronautics Administration for the Government of the Republic of China, indicates on an aerial map the location of "Lawson Intersection," a radar control handoff point off the west coast of Taiwan to Ben Lawson, for whom the intersection was recently named. Lawson, a longtime U.S. FAA employee, is an FAA advisor with the Military Assistance Advisory Group-Republic of China in Taipei.**

## Firewall Test

**FAA/Air Transport Association conferees in the field of aircraft safety research and development visit NAFEC to observe safety tests in progress. Checking the results of a firewall test on a new fire-resistant interior material are (left to right): Allen Dallas, engineering director, ATA; Norman Smith, engineering and quality control manager, Pan American World Airways; William Farrish, flight engineering manager, United Airlines; Harold Hoekstra, chief of FAA's ADS engineering and safety; and Harvey Hansberry, chief of NAFEC's aircraft branch.**

# Using Binoculars AT Controller Spots Home Fire

SPOKANE—Herbert C. Bloomberg, controller at Spokane Tower, recently trained his binoculars on a glow which lit the night sky north of International Airport here.

He called the County Sheriff's office and also alerted the airport fire station.

Later the sheriff called back to advise that a fire three miles north of the airport had razed a farmhouse and adjoining buildings. Occupants of the home—a family of five, including two small children — escaped without injury.

The sheriff thanked FAA for turning in the alarm.

FAA HORIZONS

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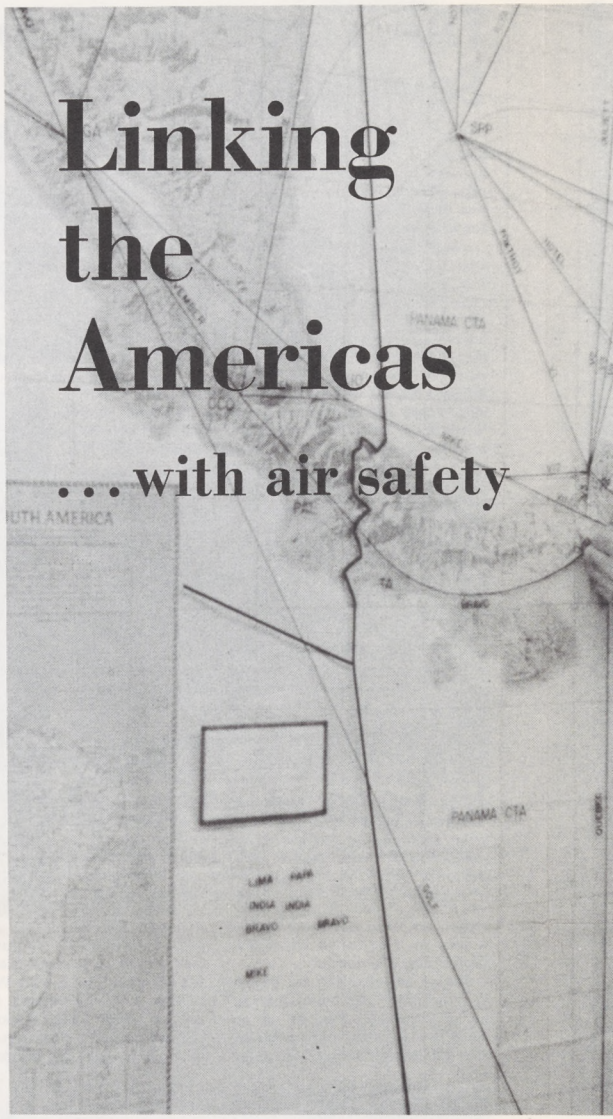
Typical of the contrasts between the most sophisticated FAA communications equipment available, and the country which contains them, is this ancient bell tower which watches over the Pacific Ocean.

Cardenas Village, a complex of modern split level duplexes, serves as a "home away from home" for many FAA personnel stationed in the Balboa area. Nestled in the tree-studded hills of the Panama Canal Zone, the suburban community thrives in striking contrast to the silent forests peculiar to the vicinity.

# Linking the Americas

## . . . with air safety




Marvin Moultie, air traffic control operations officer, indicates the location of the Balbo

James Beasley, Balboa Area manager, is responsible for the equipment and personnel who keep the airspace over the Canal Zone safe.

The airwaves over Central America are filled not only with the calls of tropical birds and the warm syllables of Spanish, but also with the unmistakable accents of Boston and Chicago, Brooklyn and Dallas. This potpourri of voices from the Panama Canal Zone belongs to the men and women of FAA who use the air waves to keep the skies of Central America safe for all air traffic.

FAA, under a series of bilateral agreements with the Republic of Panama, handles air traffic control, air navigation aids and aeronautical communications throughout the vast Panama Canal area from the Balboa Area office located in Ancon.

The best evidence of the results of the bilateral accord is that the Panama Control area has one of the finest air safety records in Latin America.

Panama's strategic location, exemplified by its motto "Bridge of the World, Heart of the Universe," means that the Isthmus is a busy north-south air link between the Americas as well as its more famous function as gateway between the oceans.

Agency personnel serve local military, commercial and private aircraft that traverse the Panama area. FAA controllers are in direct communication with all aviation facilities in the area including Tocumen International Airport, Paitilla, David and, in the Canal Zone, Howard and Albrook Air Force Bases.

Aircraft from some 35 nations are aided by the men and equipments of FAA.

A 240,000 square mile area—400 miles north and south of Tocumen and wide enough to include the Republic of Panama —is under the 24-hour-a-day, seven-day-a-week surveillance of FAA controllers.

With headquarters in Ancon, FAA Area Manager James S. Beasley directs the activities of 170 FAA employees on the Isthmus.

There, with the help of the airway facilities personnel's constant evaluation and maintenance program, he makes sure that outages of the more than $15 million worth of FAA equipment are kept to a minimum.

Facilities in the area extend from the Atlantic to the Pacific. They include air-ground transmitter-receiver facilities on Ancon Hill and Cerro Galera, a transmitter site at Telfers Island on the Atlantic side and a receiver site at Chiva Chiva.

On Semaphore Hill stands the big dome housing the long range radar, and in the former gun emplacement on Perico Island spins the surveillance radar equipment.

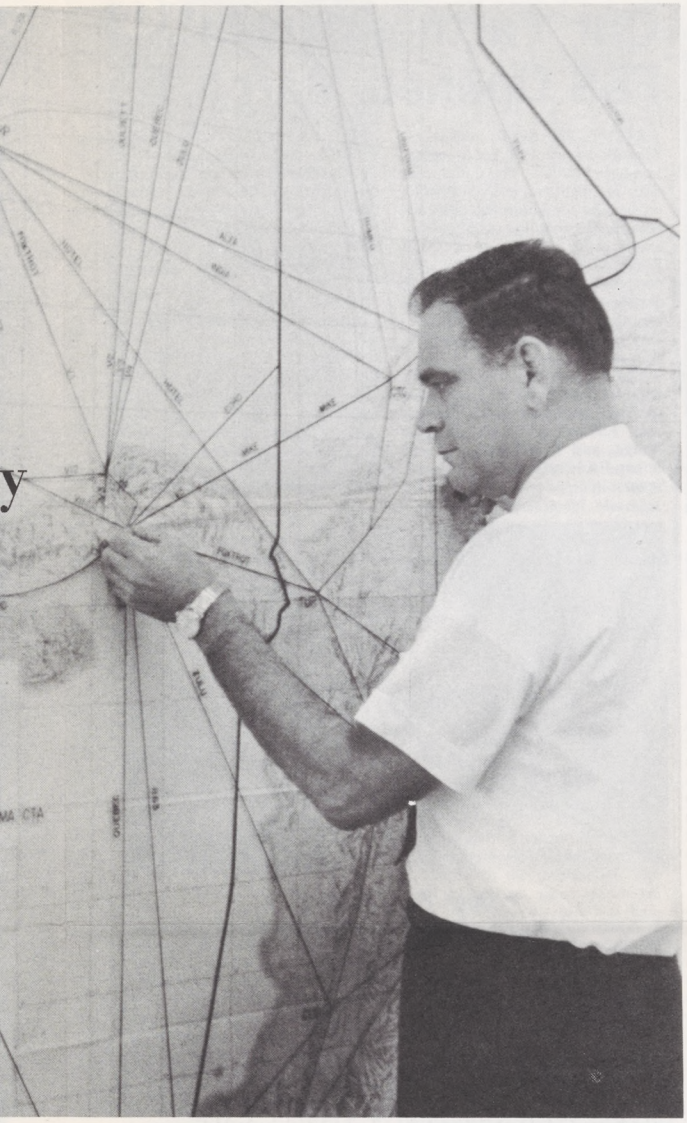
France Field and Taboga Island have other air navigation aids which serve both long and short range air traffic.

It is a tribute to FAAers' professional ability that the Ancon facility reliability exceeds the FAA national average.

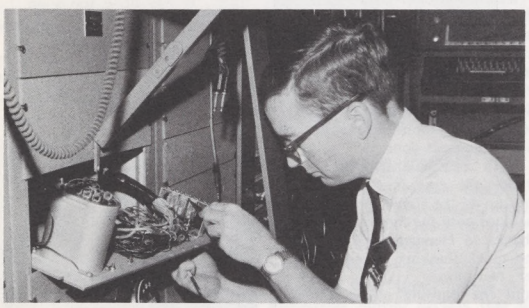
The international flight service station (IFSS), known to local pilots as "Panama Radio," operates an automatic teletype switching system linked to Lima, Miami, Curacao, Tegucigalpa, plus major airline offices in Panama, Howard AFB, and the Panama Government Communications Center at Tocumen Airport.

Radiotelegraph circuits are also maintained with stations in Ecuador.

The work carried out by the IFSS is as impressive in volume as it is in variety. Each month the station averages 3,500 aircraft operations, and processes more than 3,000 flight plans.



cation of the Balboa facilities on the map. The heavy vertical lines indicates the area boundaries.



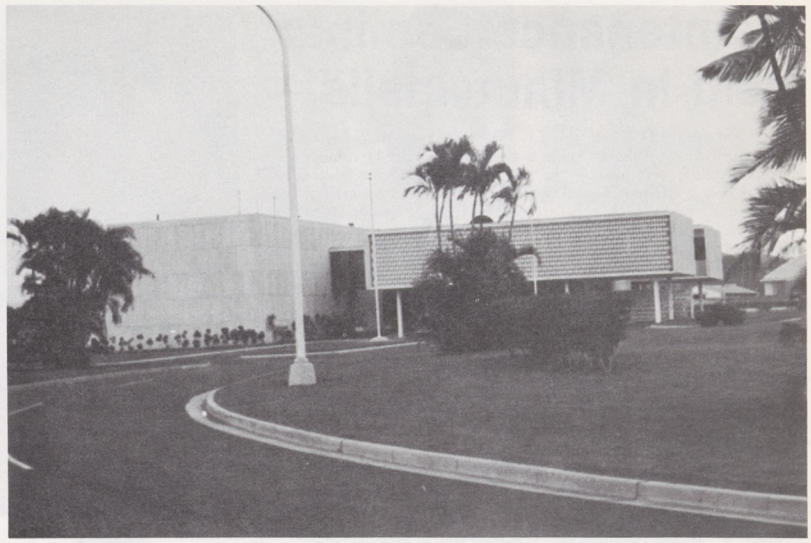
The automatic teletype switching center handles about 240,000 messages each month.

Approximately 25 controllers man the nerve center of the FAA operation in Panama. The air route traffic control center (ARTCC/RAPCON) is responsible for all IFR movements within the Panama Air Traffic Control Area/Flight Information Region.

Along with giving pilots information on weather and answering questions from pilots not familiar with the area, FAA controllers—several of them bilingual—make sure that every IFR aircraft is provided with its own block of airspace 50 miles wide and 1,000 feet deep, with a 15 minute interval separation from other aircraft.

All radio conversations between the air traffic control personnel and pilots using the service are recorded, and kept for 15 days.

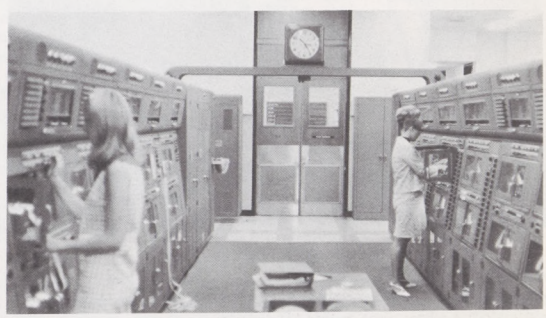
Our Panama team, like its parent organization in the United States, continuously seeks out new techniques and methods to improve and further assure the safety of airways linking the Americas.



The majority of the Balboa area employees spend their working hours in this modern office building. It houses both the international flight service station and the air route traffic control center.

Joe Bosley (left), keeps an eye on the terminal radar at the Balboa Center, while John McClure (right) contacts an IFR pilot by radio.

(Left) Don Gehrke, electronics engineer, quickly repairs equipment at "Panama Radio" IFSS. Preventive maintenance such as this keeps outages in the $15 million worth of FAA equipment to a minimum. At right, Virginia Chaney (left) and Pat Stenhauer (right) keep an early morning watch on incoming messages from "Plan 59" automatic switching teletype equipment at the IFSS, which handles more than 240,000 messages each month.



Hal Culp, airway facilities branch chief, (third from left) reviews plans with Asst. Branch Chief Clinton Murphy (left), Maintenance Representative Frank A. Rybicki and Jim Wilkie (seated), civil engineer.

# Maintenance Seminar Held in Minneapolis

MINNEAPOLIS — The third Minnesota General Aviation Maintenance Seminar was held in the North Central Airlines Training Center here recently.

Purpose of the week-long program was to provide specialized training to general aviation mechanics in the interest of upgrading general aviation maintenance through improved practices.

The seminar was sponsored by the Minnesota Department of Aeronautics, in cooperation with the FAA's Minneapolis Area office, the local general aviation district office, the State Aeronautics Commission and aircraft and product manufacturers.

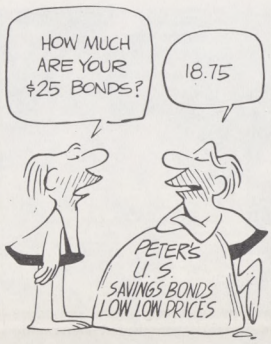
Similar seminars held in Montana, North Dakota, and South Dakota have proven quite popular.

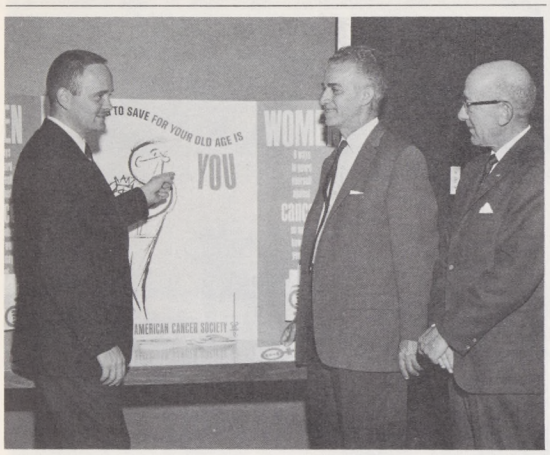
Some 20 general aviation mechanics participated in the Minnesota seminar and received training from specialists from companies such as Maxwell Propeller Service, Bendix Energy Control Division, Bendix Electrical Components Division, Mooney Aircraft, Champion Aircraft, Cessna Aircraft, Beech Aircraft, North Central Airlines and others.

Representing FAA were Fred Becchetti, principal maintenance inspector, and Robert Hill, principal avionics inspector from the local general aviation district office, and John Gera, airborne instrument specialist from the local air carrier district office. The FCC also participated in the program, providing technical instruction and guidance in the field of communications and electronics.

At ceremonies following the banquet, Roman Mueller, maintenance section chief of the Minneapolis Area, presented a certificate of achievement to George Holey, deputy commissioner of Aeronautics for Minnesota, for his outstanding efforts in the establishment and continued support of the General Aviation Maintenance Seminar in Minnesota. A certificate of achievement was also presented to Ray Westland, instructor at the Minneapolis Aviation Mechanics School, for his outstanding efforts to upgrade general aviation maintenance through improved maintenance practices.

The entire program was carried off successfully and served as a boost to the work of the aviation mechanics who play such an important role in aviation safety.




### Check and Check-Up

**"Life Story" was the theme of the first session of the cancer education program recently instituted for Central Region employees. Tony DiMaio (center), administrative officer, aviation medical division, discusses methods of reaching FAA employees with Dr. Don Nelson (left), medical director, Kansas City Unit of the U.S. Public Health Service, and Orus Wilson (right), director of Public Education, Missouri Division of the American Cancer Society.**

### Retires

**Park Kyunb Won, minister of transportation for the Republic of Korea, recently congratulated Burton Stevens for contributions "necessary not only to the development of civil aviation, but which have allowed aviation to become one of the driving forces for economic prosperity in Korea." With 7½ years in Korea, Stevens (above) culminated 34 years of FAA service.**

## They're Great!

# Pilot Columnist Lauds FSS Staff In Walla Walla

WALLA WALLA, Wash.—The FSS staff here recently won high praise in the *Union Bulletin* newspaper column, "Twice Told in Walla Walla," written by pilot Jim Balch.

Balch told his readers that flight service specialists "are part of a breed of dedicated men seldom seen but often heard by those who fly.

"Their office consists of thousands of miles of airspace across the nation, and their job is to keep pilots and planes safely moving through it.

"They're available for emergency assistance. If things are such that you have all you can do to fly the airplane, they'll even navigate for you if you've the proper gear aboard.

"To those who fly, FSS men become familiar voices with needed answers."

The columnist called attention to the fact that service pins for 25 years' service each had recently been presented to specialists John Boyenga and William Moore by Ken Harkema, facility chief.

"I hope they're here to get their 50 year pins," he wrote.

# Our 'Farthest North' FSS Opened March 1

POINT BARROW, Alaska — Alaska's newest FSS began operation here March 1. The station provides pre-flight and in-flight briefing on weather conditions and gives airport traffic advisories to pilots operating into and out of the Will Rogers-Wiley Post Memorial Airport from 8 a.m. to 6 p.m. each day. In-flight communications services to aircraft using the military airport at Barrow also are provided area pilots.

The new station furnishes the same services as do 33 other flight service stations in Alaska. It's the only FSS north of the Brooks Range, and it is farthest north among FAA facilities in the United States.

The FAA also established controlled airspace at Point Barrow to protect pilots operating in instrument flight conditions. A "transition area" for instrument approaches and departures and a "control zone" around the airport are in effect during the business hours of the FSS.

The facility is supervised by Fay Harder, chief of the Fairbanks International Tower.

Harder has assigned Robert Bloom, former Air Force pilot and long-time Fairbanks Tower controller, and William Daniels, who came to Alaska in February from the FAA station at Balboa, Canal Zone, to provide service at the Point Barrow station.

### Open For Business

**ATCS Robert Bloom, Fairbanks CS/T specialist on detail to Point Barrow FSS, makes the first weather broadcast from the station, now the "farthest north" facility.**

## Saw Trailer Burning

# Fast Electronics Technician Saves Neighbors from Fire

ROCKFORD, Ill. — Eino E. Hendrickson, electronics technician at the airway facilities sector here, was sitting down to a leisurely breakfast with his family recently when he thought he smelled smoke. He made a quick search and noticed flames shooting from the mobile home next door.

With temperatures hovering around the zero mark, Hendrickson ran to the home, pounding on the door until the family awakened. Thanks to Hendrickson's alertness and quick thinking, a mother and her two young children escaped from the burning trailer without injury. It was none too soon, because within minutes it was completely engulfed in flames.

Hendrickson's home was damaged by the fire and intense heat, but was saved from burning by the fire department.

### What's An Expert?

"An expert is someone who knows no more than you do, but he has it better organized and uses slides." Do you qualify?

### Honored

**David Thomas, FAA Deputy Administrator, accepts honorary membership in the Army Aviation Association of America and congratulations on his selection as the outstanding member of government or industry who "contributed materially to the advancement of aviation principles in the field." Col. William Dyer, president of the Washington chapter, presented the award at the association's annual banquet.**

# Ex-Employee Is Flabbergasted, Shocked When '$25' Exam Idea Pays Her $900

SALINAS, Calif. — When you expect one of your suggestions just possibly might pay off to the tune of $25 or $30 and it actually brings you $900, what's your reaction?

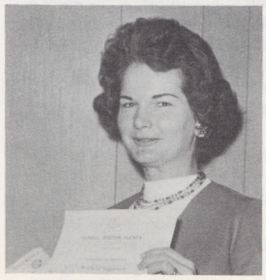
Mrs. Sonia Farschman, wife of Salinas controller Dave Farschman, can tell you.

"I was flabbergasted — sort of pleasantly shocked," she said.

Mrs. Farschman's suggestion was submitted two years ago, when she was an employee of the Phoenix GADO. She suggested that pilot examination forms be sent directly to flight service stations.

Agency savings during the first year of implementation of her suggestion are estimated at $100,000. And pilots are happier, because taking the tests at their local FSS is more convenient, and processing of license applications is faster.

Mrs. Farschman was presented the check at an "honor luncheon" attended by supervisors and other employees of FAA facilities here. She said she really expected only "about $25" if her suggestion was accepted.



Mrs. Sonia Farschman

# 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: Please define "callback duty" versus "standby duty."

**ANSWER: There are no known regulations defining "callback duty." This term may have derived from irregular unscheduled overtime calls which entitle the employee responding to a minimum payment of two hours of overtime pay. "Standby duty" requires that the employee either remain at his worksite (or his home if it is designated as his post of duty) and hold himself in readiness to render his services in the event they are required. "Standby duty" is very restrictive for the employee and is avoided as much as possible.**

QUESTION: Can an employee be required to be available for callback overtime and to have a telephone?

**ANSWER: It is perfectly legal for an employee to be required to be available for what you refer to as "callback overtime." It is not necessary for him to have a telephone if he can provide an equally efficient alternate means by which he can be reached when needed.**

QUESTION: Would it be possible to have an obituary column in *FAA Horizons?*

**ANSWER: It's a good idea, but in the past, administrative problems involved would make your suggestion seem impractical. As a matter of fact, your suggestion prompted a review of death notices which brought out the fact that information received is often incomplete or erroneous. You can imagine the harmful effects if an employee's death should be reported inaccurately. However, we are now studying the possibility of finding a way to assure the accuracy of incoming death notices.**

QUESTION: My question is in two parts. (1) Can the agency make an employee travel by commercial air carrier to a temporary duty point even though the employee wants to use his privately owned vehicle and is willing to travel on his own time on weekends? (2) Does an employee have to go with another employee in his privately owned vehicle to a temporary duty point if he doesn't want to?

**ANSWER: Order 1500.7A says that an authorizing official must strive to get the most out of the travel dollar by carefully selecting the way an employee must travel. In doing this, the official should also consider the desires of the traveler, the urgency of the travel, distance involved, and any other factors that would have an influence on getting the job done in the best possible way. It is agency policy to allow an employee to use a privately owned automobile for temporary duty travel, unless the authorizing official decides that it is in the best interest of the government that the common carrier be used. (See MS P 1510.1, paragraph 704c). Of course, when you use your own car as a matter of personal preference, your reimbursement is limited to six cents a mile and your per diem reimbursement is based on common carrier time. There will be times when an authorizing official may decide to have an employee travel with another employee by privately owned vehicle to a temporary duty station. This, of course, is in the best interest of the government as it is less costly. However, if for some personal reason the employee does not want to accompany the other employee in his automobile he should tell the authorizing official. The official should then reconsider his decision.**

# Vietnam Tapes Help Carriers

SAIGON—The ubiquitous portable tape-recorder, used to record baby's first sounds, to build a music collection, or to monitor classroom lectures, has found an important use at airlift bases where a busy FAA inspector is stationed.

He is Edward Jensen, based at Tan Son Nhut Airport, who uses a small tape recorder in the cab of his truck as he monitors the operation of 20 U. S. civil air carriers, all under contract to the Military Airlift Command.

Jensen alternates between making telephone calls and sending his tape reports daily to Pacific Region headquarters in Honolulu. The information he sends as FAA Representative in Saigon is added to that sent in from military sources to enable headquarters to publish helpful Vietnam Operational Messages (VOM) which go to all certificate-holding offices. The messages give instructions to the carriers on operating procedures necessary to maintain safety.

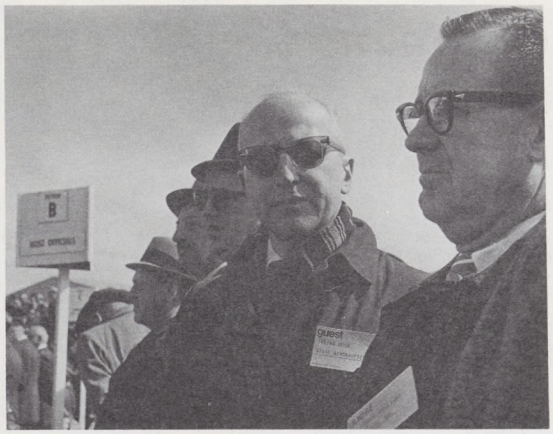
The latest message, for example, restricts operating hours for carriers using the airports at Tan Son Nhut, Bien Hoa and Danang. When need for action is less urgent, information and guidance is supplied through memorandums rather than special messages.

Close monitoring and making taped reports of the daily situation proved valuable during the recent attacks during Tet, when some 40 launchings of mortars and rockets were made against airlift bases.

Thanks to the information supplied the carriers, as of March 1st, only seven civil aircraft had been hit by ground fire in the vicinity of the air bases since 1963. Considering the risk from ground fire and the relatively small number of hits, the operational procedures established by the Pacific Region, aided by the taped and telephoned on-the-spot reports from inspectors such as Ed Jensen, would seem to be effective.

***Taping Report***

**Inspector Edward Jensen, based at Saigon's Tan Son Nhut Airport, tapes his daily activity report for headquarters in Honolulu.**



***Officials***

**Civil Aeronautics Board representatives (left to right) John Adams, J. Joseph Minetti, Jack Yohe, and Irving Roth join Gordon Williams, Southern Region deputy director, for the debut of the world's largest airfreighter.**

# McKee Alerts Press on Air Needs

*(Continued from page 1)*

local and state authorities, the Federal Government and the air passenger."

To dramatize this need, McKee told the editors how a typical jet airliner going from Washington to New York requires: 10 different air traffic controllers; 10 different communications sysems; six different landing and takeoff aids; six navigation aids; four maps or charts and five radars. The airlines average 12,000 such flights every day, McKee said.

"In addition, there are 55,000 general aviation flights every day from tower-controlled airports, requiring varying amounts of FAA assistance," he added. "Some of these general aviation flights need as much assistance as the transports, while others require none," he explained.

**In Immediate Future**

"Ten years from now, the average of 12,000 air carrier flights daily will jump to 27,000 flights," the Administrator said. "The 55,000 general aviation flights will jump to an average of 185,000."

Then McKee went on to tell the newspaper executives that the next decade will see flying done by a mixture of many varieties of aircraft, each having different speeds and performances. This will include relatively slow-moving STOL intercity air buses; small 20-passenger mini-liner air taxies and 500-passenger jet transports. Flight levels will "begin at the bottom with crop dusters . . . and extend to the supersonics cruising far overhead at 65,000 feet."

The aviation fleet of the future will be traveling faster, and the transition to all jet carriers and supersonics will tremendously increase closure rates, requiring more traffic discipline and far more precise control.

This greater variety of aircraft will be operating more and more in certain concentrated geographic areas McKee said. The 21 major U. S. hub terminals, that in 1965 accounted for 66 per cent of all airline passenger enplanements, will by 1980 account for 70 per cent. The tight squeeze on the limited capability of the airport system can be visualized by taking Atlanta as an example.

**Atlanta As Example**

To process passengers for just two departing high-capacity Boeing 747s, which go into service in 1970, will require all the ticket counters now in the present Atlanta terminal.

"The air traveler will be penalized as much as industry by any future limitations or inefficiencies of an outmoded system," the Administrator told the assembled newspaper executives.

"The Miami area will, by 1980, need five times its present total air carrier terminal space, four times its present airliner apron space and cargo building space."

General aviation also will increase, at an even greater rate. The present 110,000 general aviation fleet will, in 10 years, jump to more than 200,000. Air cargo, a third element in the aviation future, will grow an average of 20 per cent each year.

The growth forecast will not happen all of a sudden in 1978, it has already begun, he said.

If aviation has to stand still in the cities or towns, new business will bypass those towns.

General McKee closed by saying air travel is now a major business tool, bringing men of experience and talent to the right place at the right time.

"If the economy is to grow, air travel must grow. Curtail or limit air travel, and you do likewise to the economy," he said in closing.

***Air Jump***

**Climbing steeply after takeoff from a STOL-port painted on a runway during tests at NAFEC is a deHavilland Twin Otter. Plane performance, such as length of takeoff run and roll-out, is obtained from optical trackers.**

# C-5A Roll-out

*(Continued from page 1)*

more and larger cargo than any airplane now in existence. It has a cargo capacity of almost 30,000 cubic feet—enough space to accommodate six Greyhound buses. As an economy-class airliner, it will be able to accommodate more than 900 passengers.

Although its size is almost unbelievable, aesthetically, it is a beautiful aircraft with its swept, high-wing configuration, distinguished by a T-shaped tail which towers six stories high, and powered by four wing-mounted, front-fan engines, each possessing 41,000 pounds thrust. Its inaugural flight is scheduled for early June this year.

# Tower Dedicated

**by Cliff Cernick**

SAN JOSE, Calif. — Federal, county and city representatives turned out strong for the recent dedication of the nation's first fully-transistorized air traffic control tower at Santa Clara County's Reid-Hillview Airport.

Hervey E. Aldridge, San Francisco Area manager, and Gil Harwell, tower chief, represented FAA at the dedication ceremony.

Reid-Hillview Tower is equipped with completely transistorized (solid state) communications components. This type of equipment is compact and light enough to be mounted within the tower cab itself rather than on a separate floor.

Development of the new tower was a joint venture by engineers and technicians at the Area office in San Francisco and Los Angeles Regional headquarters.

Development of the tower by the region and area was coordinated with SRDS in Washington.

The new type tower is an outgrowth of a Washington headquarters directive to the Western, Eastern and Southern Regions to develop a concept for an austere tower.

**New Transistorized Unit**

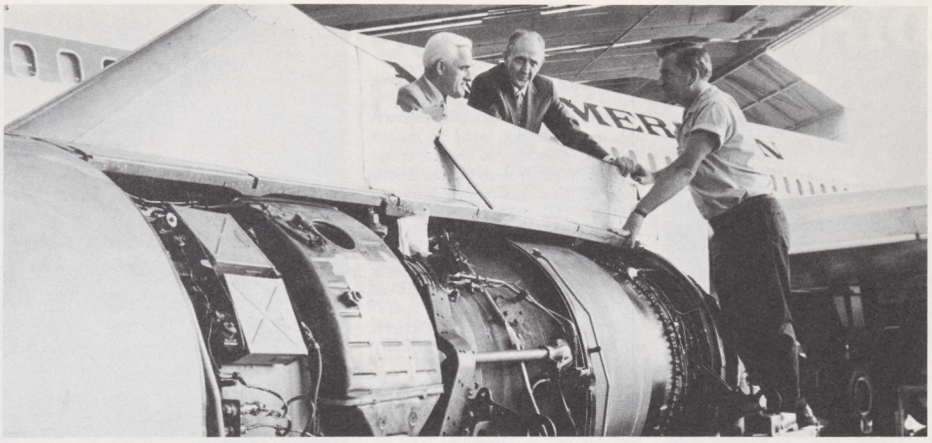
A San Francisco Area team came up with a distinctive new type design embodying, for the first time, transistorization. Advantages include economy, reliability, compactness and ease of installation and maintenance. Key components of the tower's equipment include transistorized cards, slightly larger than ordinary playing cards.

Aldridge praised the San Francisco engineering staff of airway facilities for an outstanding job of design and development. He also praised FAA civil, electrical and mechanical engineering units headed by Parke Potter, chief of plants and structures engineering.

"Among those also closely involved with the design and construction effort were: John A. Collins, chief, engineering construction; William E. Cress, project engineer; and John J. Humphries, civil engineer," Aldridge said. "Others include William Buck and Lee Wong, who headed up electronic engineering aspects; Richard Eischied, resident engineer; Xavier Chavez, assistant resident engineer; and John Creel, electronics installation technician."

At Western Region headquarters, Riley Harris, electronics engineer, worked closely on design of the tower with Area engineering personnel and with Don Middlebrook of the Systems Research and Development Service in Washington. Jack Crenshaw, civil engineer, helped design the foundation.

In a link dual cab digital 707 simulator, Peter Goutiere (right), a 707 airman certification specialist, conducts a proficiency check.

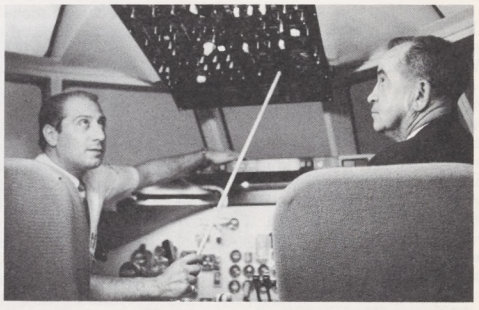


John Gregory (left) and John Yarbrough (center), who recently retired, both of the New York International Field Office, discuss fifth engine ferry operation with Pan American mechanic. In this operation, a fifth engine is fastened to a special fitting forward of the left main landing gear. Technique is used to ferry engine to another location for installation on an airplane.

Raymond Hirsch, head 707 operations inspector in the New York International Field Office, discusses recurrent training of flight attendants at Pan Am's training center near JFK Airport.

## NY IFO Beat . . .

# They Cover The World



During an inspection of a DC-9 cockpit procedures trainer, Philip A. Geraldi, director of ground training for Overseas National Airways, points out the features of the overhead panel in the trainer to Maxwell Pierce, FAA principal inspector in the New York IFO.

NEW YORK—The 42 people who man the New York International Field Office must be considered among the busiest in the FAA. They literally follow air carriers around the world in carrying out their safety responsibilities.

NY IFO's "customers" range in size from such giants as Pan Am (78,000 route miles) and TWA (23,000 overseas route miles) to lesser airlines such as Seaboard World and Overseas National. The New York IFO responsibilities include world-wide safety of assigned airlines, the training and proficiency of their personnel, the maintenance and operation of their aircraft and day-to-day direct communications with government and industry aviation officials of foreign countries concerning safety in operation, maintenance and electronics.

The geographic area of responsibility covers 50 countries including Iceland, Greenland, eastern Canada and approximately two-thirds of Africa. Foreign officials and foreign airline personnel seeking information on the American way of flight are regular visitors to the New York office.

In addition to responsibility for certain American carriers, the NY IFO holds the operating certificates of 34 foreign airlines. This responsibility covers three broad areas: compliance with air traffic procedures; crews trained to operate safely in the U.S.; adequate radio equipment.

Heading up the NY IFO is an energetic pilot (ATR, 707 rating) with a persistence to get a job done. William H. Huebner is an ex-RAF and Air Force pilot who came to FAA in 1957. During the war, his Halifax bomber was shot down over Holland and he was captured by the enemy. It took six tries but he finally escaped, joining Italian partisans. In his FAA career Huebner has been stationed in Tokyo, Brussels, Ft. Worth and Dallas.

Huebner's peripatetic staff is a highly qualified one, with each man thoroughly familiar with a particular phase of the NY IFO's responsibilities in international aviation. The team breakdown is as follows:

Assisting Huebner is Lloyd L. Stahl, who joined the CAA in 1947. He was previously employed by TWA in commercial and Air Transport Command war-time operations.

On Pan American: David Switzer is principal operations inspector; Anthony Falco is principal maintenance inspector; Maxwell Pierce is principal electronics inspector.

On TWA: James Moran is principal operations inspector. Maintenance and electronics are handled out of Central Region because TWA's main overhaul operation is located in Kansas City.

On Seaboard and Overseas National: George Ross is principal operations inspector; Ted O. Mount is principal maintenance inspector and Frank Miller is principal electronics inspector.

An attractive Lufthansa stewardess "gets the word" on a late change in the responsibilities of a cabin attendant from Wilmer Thomas (holding book), principal operations inspector for foreign flag carriers, and William Huebner (right), head of the New York IFO, as Richard H. Schirmacher, Lufthansa operations manager for North and Central America, looks on.

Wilmer Thomas is the principal inspector of foreign air carriers.

Lead airman certification specialists by aircraft are: B-707—Raymond Hirsch; DC-8—Theodore Eckis; DC-9—Wilford Thielen. International liaison is covered by Theodore Uebel.

Before a new route is approved for one of the NY IFO's "client" airlines, an FAA representative flies that route to inspect navaids and communications, operational conditions, airports and station facilities. Periodic checks thereafter are made by the nearest field office—Frankfurt, Beirut, or Lagos. Some of these flight inspection trips take FAA operations, maintenance and electronics specialists behind the iron curtain to airports in Prague and Belgrade. Moscow will be added to the itinerary when Pan American inaugurates New York to Moscow operations.

In addition, the technical crew members of the New York IFO visit some 50 countries to check as much as possible of the approximately 100,000 miles of unduplicated scheduled routes, 150 line stations, 200 jet aircraft, 2,800 pilots, 800 flight engineers, 3,700 cabin attendants and 11,000 mechanics. The inspection of airports to assure safety is another responsibility.

Periodic checks, both operations and electronic maintenance, are also made on flight simulators which are operated by the air carriers and certificated by the FAA.

Political events frequently create aerial turbulence. When war or civil disturbance disrupt normal air operations, the NY IFO goes into action. When the Middle East crisis occurred last summer, air travel to seven cities was discontinued. Moreover, airplanes were not even permitted to overfly certain areas. As a result, the NY IFO had to construct a corridor to go around the banned areas so that some semblance of normal air operations could continue. Vietnam requires similar considerations almost every day.

Under such conditions, a 13-hour workday is all in the day's work for the men of the New York International Field Office.